GEN. BAGE AGT.
MAR
29
1905
S. P. CO., S. F.

102
5/3/05

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

101

TIME TABLE

FOR THE

WESTERN DIVISION.

To Take Effect Sunday, April 2, 1905, at 12:01 A. M.

PACIFIC STANDARD TIME, (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

E. E. CALVIN,
General Manager.

JAS. AGLER,
Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

W. S. PALMER,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

WESTERN DIVISION: San Francisco and Port Costa.

FROM SAN FRANCISCO.

Third Class.					First Class.															Distance from San Francisco.		Time Table No. 101. April 2, 1905. STATIONS. (Foot-note*)	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
246	250	268	220	222	98	16	6	48	26	44	50	18	8	2	46	84	42	4	20					Danger Point	Caution Point
Fresno Freight	Tracy Freight	Way Freight	C. P. Through Freight	Oregon Freight	Vallejo and Martinez Passenger	Oregon Express	C. P. Atlantic Express	Vallejo and Martinez Passenger	The Owl	San Ramon, Calistoga & Santa Rosa Passenger	Fresno and Stockton Passenger	Sacramento and Oroville Passenger	Los Angeles Passenger	Overland Limited	Martinez Passenger	Bakersfield Passenger	San Ramon, Calistoga & Santa Rosa Passenger	C. P. Atlantic Express	Sacramento and Oroville Passenger						
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
					PM LV 7.00	PM LV 7.00	PM LV 6.00	PM LV 5.30	PM LV 5.00	PM LV 4.00	PM LV 3.30	PM LV 2.30	AM LV 10.30	AM LV 10.00	AM LV 9.30	AM LV 8.30	AM LV 8.00	AM LV 7.30	AM LV 7.00	0.00		DN. SAN FRANCISCO			
																						4.50			
					s 7.34	s 7.30	s 6.34	s 6.00	s 5.30	s 4.28	s 3.58	s 2.58	s11.00	s10.32	s 9.55	s 8.55	s 8.28	s 8.00	s 7.28	4.50		DN. OAKLAND PIER			
																						1.39			
PM LV 11.20	AM LV 11.15	AM LV 8.00	AM LV 4.00	AM LV 1.30																5.89		DN. West Oakland W	4		
																						0.60			
11.30	11.25	8.10	4.10	1.40	s 7.42	s 7.36	s 6.41	s 6.06	s 5.36	s 4.34	s 4.04	s 3.04	s11.06	s10.38	s10.01	s 9.01	s 8.34	s 8.06	s 7.34	6.49	Double Track.	D Oakland			
																						1.14			
																				7.63		Emery	3		
																						1.12			
					7.46	7.40	6.46	6.10	5.40	4.38	4.09	3.08	11.11	10.43	10.06	9.05	8.38	8.11	7.38	8.75		D Stock Yards			
																						1.67			
					7.49	7.44	6.50	6.13	5.43	4.41	† 4.13	3.11	11.14	10.47	†10.10	9.08	8.42	8.15	† 7.42	10.42		West Berkeley	3		
																						0.73			
					7.50	7.45	6.51	6.14	5.44	4.42	4.14	3.12	11.15	10.48	10.11	9.09	8.43	8.16	7.43	11.15		Corbin			
																						0.53			
					f						f				f				f	11.68		Fleming			
																						0.50			
					7.52	7.47	6.53	6.16	5.46	4.43	4.16	3.14	11.17	10.49	10.13	9.11	8.45	8.18	7.45	12.18		Nobel	3		
																						0.59			
					f						f				f				f	12.77		Point Isabel (Spur)			
																						1.15			
					s 7.57	7.50	6.56	6.19	5.49	4.46	s 4.21	3.17	11.22	10.52	s10.17	9.13	8.47	8.21	s 7.49	13.92		D Stege			
																						2.10			
					s 8.00	7.53	6.59	6.22	5.52	4.49	s 4.24	‡ 3.20	s11.24	10.56	f10.21	9.15	8.49	* 8.23	s 7.53	16.02		D Richmond	3	14	20
																						1.57			
					s 8.03	7.56	7.01	6.24	5.54	4.52	s 4.28	3.23	11.27	10.58	s10.26	9.17	8.52	8.26	s 7.57	17.59		DN. San Pablo W			
																						2.13	2		
					f 8.08	8.01	7.05	6.27	5.57	4.55	f 4.33	3.26	11.32	11.02	f10.31	9.20	8.55	8.29	s 8.01	19.72		Giant			
																						1.10	1		
					f 8.10	8.03	7.07	6.29	5.59	4.57	* 4.36	3.28	11.34	11.04	f10.33	9.22	8.57	8.31	8.03	20.82		Sobrante			
																						3.20	4		
					s 8.17	8.09	7.12	6.34	6.04	5.02	s 4.43	3.33	11.41	11.10	s10.40	9.27	9.02	8.36	s 8.09	24.02		D Pinole			
																						0.78			
																				24.80		Hercules	3		
																						1.66			
					s 8.22	8.14	7.16	6.37	6.08	5.05	s 4.48	3.37	11.46	11.14	s10.46	9.30	9.05	8.40	s 8.14	26.46		Rodeo			
																						1.02			
																				27.48		Oleum (Spur)			
																						0.66	4		
					f 8.27	8.18	7.19	6.40	6.11	5.08	f 4.52	3.40	11.50	11.17	f10.50	9.33	9.08	8.42	f 8.18	28.14		Tormey			
																						0.87			
					s 8.29	8.19	7.21	s 6.42	6.12	5.09 5.15	s 4.53	3.42 3.45	s11.51	11.18	s10.52	9.34	9.09 9.14	8.43	s 8.20	29.01		D VALLEJO JUNC.			
																						0.96	1		
					s 8.32	8.21	7.24	s 6.44	6.14	s 5.17	f 4.56	s 3.48	11.53	11.21	s10.55	9.36	s 9.16	8.45	s 8.22	29.97		D Crockett			
																						2.20	3		
12.50 AM AR	PM 12.45 PM AR	PM 12.30 PM AR	5.30 AM AR	3.00 AM AR	s 8.40 PM AR	s 8.28 PM AR	s 7.30 PM AR	s 6.50 PM AR	s 6.18 PM AR	s 5.22 PM AR	s 5.02 PM AR	s 3.55 PM AR	s11.58 AM AR	s11.25 AM AR	s11.00 AM AR	s 9.40 AM AR	s 9.20 AM AR	s 8.50 AM AR	s 8.30 AM AR	32.17		DN. PORT COSTA W			
Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			(32.17)			
1.30	1.30	4.30	1.30	1.30	1.06	0.58	0.56	0.50	0.48	0.54	1.04	0.57	0.58	0.53	1.05	0.45	0.52	0.50	1.02			Time over District			
17.52	17.52	5.84	17.52	17.52	25.15	28.62	29.65	33.20	34.59	30.70	25.84	29.12	28.62	31.32	25.54	36.88	31.93	33.20	26.77			Average speed per hour			

NOTE CAREFULLY.—*No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 22 for special rules on double track.

Note change classification of trains.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

Trains will stop as follows:

* Stop only to leave passengers.
† Stop on signal to receive passengers.
‡ No. 18 stop on signal to receive passengers going east Napa Junction via Suisun.
At Krieger, Nos. 20 and 46 on signal.
At Eckleys, Nos. 42, 44, 46 and 48 on signal.

WESTERN DIVISION: San Francisco and Port Costa.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 101. April 2, 1905. STATIONS. (Foot-note ⋆)	DISTANCE FROM PORT COSTA.	First Class. 25	41	15	17	47	49	3	83	5	43	45	1	7	19	Third Class. 221	265	241	219	249	267
					The Owl	Santa Rosa, Calistoga & San Ramon Passenger	California Express	Oroville & Sacramento Passenger	Martinez & Vallejo Passenger	Fresno Passenger	C. P. Pacific Express	Bakersfield Passenger	C. P. Pacific Express	Santa Rosa, Calistoga & San Ramon Passenger	Martinez Passenger	Overland Limited	Los Angeles Passenger	Sacramento and Oroville Passenger	Oregon Freight	Freight	El Paso Freight	Ogden Freight	Tracy Freight	Way Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
			DN SAN FRANCISCO	32.17	AM AR 8.50	AM AR 9.20	AM AR 10.20	AM AR 10.50	AM AR 11.20	PM AR 12.20	PM AR 12.50	PM AR 4.50	PM AR 5.50	PM AR 6.20	PM AR 6.50	PM AR 6.50	PM AR 7.20	PM AR 7.50						
			4.50																					
			DN OAKLAND PIER	27.67	s 8.15	s 8.50	s 9.45	s10.10	s10.50	PM s11.45	s12.20	s 4.17	s 5.12	s 5.50	s 6.10	s 6.20	s 6.45	s 7.15						
			1.39																					
			DN West Oakland W	26.28															AM AR 2.20	AM AR 4.40	AM AR 9.35	AM AR 11.05	PM AR 2.45	PM AR 5.05
			0.60																					
			D Oakland	25.68	s 8.09	s 8.44	s 9.39	s10.04	s10.44	s11.39	s12.14	s 4.10	s 5.05	s 5.45	s 6.04	s 6.14	s 6.39	s 7.09	2.10	4.30	9.25	10.55	2.35	4.55
			1.14																					
			Emery	24.54																				
			1.12																					
			D Stock Yards	23.42	8.04	8.39	9.34	9.57	10.40	11.33	12.08	4.05	5.00	5.41	5.59	6.08	6.34	7.04						
			1.67																					
			West Berkeley	21.75	8.00	8.35	9.29	⋆ 9.52	10.37	11.29	12.05	4.02	4.56	5.38	⋆ 5.55	6.05	6.30	⋆ 7.01						
			0.73																					
			Corbin	21.02	7.59	8.33	9.28	9.51	10.36	11.28	12.04	4.01	4.55	5.37	5.54	6.04	6.29	7.00						
			0.53																					
		28	Fleming	20.49		f		f							f									
			0.50																					
			Nobel	19.99	7.57	8.31	9.26	9.48	10.34	11.26	12.02	3.58	4.53	5.35	5.52	6.02	6.27	6.58						
			0.59																					
			Point Isabel (Spur)	19.40				f							f									
			1.15																					
14	20		D Stege	18.25	7.55	s 8.27	9.24	s 9.43	10.32	⋆11.22	PM 11.59	3.56	4.50	5.33	s 5.48	5.59	6.25	⋆ 6.56						
			2.10																					
			D Richmond	16.15	7.52	s 8.23	9.21	s 9.38	10.29	s11.19	11.56	3.52	4.47	5.30	s 5.44	5.56	6.22	⋆ 6.53						
			1.57																					
			DN. San Pablo W	14.58	7.50	s 8.20	9.19	s 9.35	10.27	⋆11.17	11.54	3.50	4.45	5.28	s 5.41	5.53	6.20	⋆ 6.51						
			2.13																					
			Giant	12.45	7.47	f 8.15	9.15	s 9.29	10.24	f11.13	11.51	‡ 3.46	4.41	5.24	f 5.36	5.50	6.16	6.48						
			1.10																					
			Sobrante	11.35	7.45	8.13	9.13	f 9.27	10.22	11.11	11.49	3.43	4.39	5.22	f 5.34	5.48	6.14	6.46						
			3.20																					
			D Pinole	8.15	7.40	s 8.07	9.07	s 9.20	10.18	s11.05	11.44	s 3.38	4.34	5.17	s 5.27	5.43	6.09	6.41						
			0.78																					
			Hercules	7.37																				
			1.66																					
		37	Rodeo	5.71	7.36	s 8.02	9.02	s 9.13	10.15	f11.00	11.40	3.34	4.30	5.13	s 5.22	5.40	6.05	6.37						
			1.02																					
			Oleum (Spur)	4.69																				
			0.66																					
			Tormey	4.03	7.32	f 7.57	8.57	f 9.08	10.12	10.57	11.37	3.32	4.27	5.09	f 5.18	5.37	6.02	6.34						
			0.87																					
			D VALLEJO JUNC.	3.16	7.31	{ 7.56 { 7.52	8.56	{ 9.07 {s 9.01	s10.11	s10.56	11.36	s 3.30	4.26	{ 5.08 { 5.00	s 5.17	5.36	6.01	{ 6.33 {s 6.27						
			0.96																					
			D Crockett	2.20	7.29	s 7.47	8.54	s 8.59	s10.09	f10.54	11.34	3.28	4.24	s 4.58	s 5.15	5.34	5.59	s 6.26						
			2.20																					
			DN. PORT COSTA. W	0.00	7.25 AM LV	7.43 AM LV	s 8.50 AM LV	s 8.55 AM LV	10.05 AM LV	10.50 AM LV	11.30 AM LV	3.24 PM LV	4.20 PM LV	4.53 PM LV	5.10 PM LV	5.30 PM LV	5.55 PM LV	6.20 PM LV	12.50 AM LV	3.00 AM LV	8.00 AM LV	9.05 AM LV	1.15 PM LV	2.05 PM LV
			(32.17)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
			Time over District		0.50	1.07	0.55	1.15	0.45	0.55	0.50	0.53	0.52	0.57	1.00	0.50	0.50	· 0.55	1.30	1.40	1.35	2.00	1.30	3.00
			Average speed per hour		33.20	24.78	30 18	22.14	36.88	30.18	33.20	31.33	31.92	35.32	27.67	33.20	33.20	30.18	17.52	15 .77	16.59	13.14	17.52	8.76

See Foot-note below.

Double Track.

NOTE CAREFULLY.—⋆No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 22 for special rules on double track.

Note change classification of trains.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

⋆ Stop only to leave passengers.

⋆ No. 19 will make such stop for passengers from East of Vallejo or Port Costa.

‡ Stop on signal Saturdays only to receive passengers.

At Krieger, Nos. 45 and 17 on signal.

At Eckleys, Nos. 41, 45 and 17 on signal.

WESTERN DIVISION: Port Costa and Sacramento.

FROM SAN FRANCISCO.

TIME TABLE
No. 101.
April 2, 1905.

Third Class.			Second Class.	First Class.							DISTANCE FROM SAN FRANCISCO.	STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of	
276	270	274	272	18	112	54	74	20	72	56				Danger Point	Caution Point
Marysville Freight	Red Bluff Freight	Way Freight	Portland Fast Freight	Sacramento and Oroville Passenger	California Express	Oroville Passenger	Suisun Passenger and Freight	Sacramento and Oroville Passenger	Suisun Passenger	Oroville Passenger					
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
				PM LV 2.30				AM LV 7.00			0.00	SAN FRANCISCO			
												32.17			
											32.17	DN.PORT COSTA W			
												1.08			
							PM LV 4.05		AM LV 7.00		33.25	Double Track. D BENICIA W			
												0.88	2		
							f 4.08		f 7.02		34.13	Mail Dock			
												0.73			
							f 4.10		f 7.03		34.86	Army Point			
												0.68	6		
							4.12		7.05		35.54	Arsenal			
												3.47			
							f 4.22		f 7.13		39.01	D Goodyear W			
												1.03			
											40.04	★ Hoyt (Spur)	6		
												3.15			
							f 4.35		f 7.22		43.19	Cygnus			
												1.00			
							f 4.37		f 7.23		44.19	Teal			
												2.44			
							f 4.43		f 7.28		46.63	Sprig	8		
												2.87			
		PM LV 5.55		PM LV s 5.30			4.50 PM AR	AM LV 9.42	7.35 AM AR		49.50	DN.SUISUN W			
												3.18	3		
		6.15		f 5.37				f 9.48			52.68	Tolenas			
												2.15			
				f				f			54.83	Vanden	3	14	20
												1.52			
		6.30		f 5.43				f 9.55			56.35	Cannon			
												3.97	4		
		6.55		s 5.53				s10.08			60.32	D ELMIRA W			
												4.83	5		
		7.15		s 6.02				s10.17			65.15	D Batavia			
												3.35	3		
		7.40		s 6.10				s10.25			68.50	D Dixon W			
												4.27	4		
		7.55		f 6.20				f10.34			72.77	Tremont			
												2.79	3		
											75.56	Briggston (Spur)			
												1.00	1		
PM LV 6.30	PM LV **5.55**	8.20	AM LV **11.55**	s 6.30	PM LV 4.25	PM LV **4.05**		s**10.45**		AM LV **6.55**	76.56	DN.DAVIS W			
												3.72			
				f		f		f			80.28	Swingle (Spur)	5		
												1.16			
6.50	**6.18**	8.35	PM 12.10	6.37	4.33	f†4.12		10.53		7.03	81.44	D Webster			
												3.43			
7.02	6.27	8.43	12.20	6.44	4.39	4.19		10.59		7.09	84.87	Kobe			
												1.37			
						f					86.24	Lovdal (Spur)	6		
												1.40			
7.09	6.35	8.52	12.28	6.49	4.44	4.24		11.04		**7.14**	87.64	Mikon			
												2.15	4		
7.20 PM AR	**6.45** PM AR	9.00 PM AR	**12.40** PM AR	**6.55** PM AR	4.50 PM AR	4.30 PM AR		**11.10** AM AR		7.20 AM AR	89.79	DN.SACRAMENTO			
												(56.54)			
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
0.50	0.50	3.05	0.45	1.25	0.25	0.25	0.45	1.28	0.35	0.25		Time over District.			
15.87	15.87	13.06	17.64	28.44	31.75	31.75	21.62	27.47	27.80	31.75		Average speed per hour.			

★ Frog taken out.

☞NOTE CAREFULLY—Changes in classification of trains. No. 269 daily, except Monday.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81).

Trains must get clearance card before leaving Davis.

Trains must get clearance card before leaving Benicia when operator is on duty.

Trains will stop as follows:

† At Sheep Camp, 1½ miles east of Webster, Train No. 54 on signal Sundays only.

At Joyce, Trains Nos. 72 and 74 on signal.

WESTERN DIVISION: Port Costa and Sacramento.

TOWARD SAN FRANCISCO.

Flagging distance crossed in number of poles. Danger Point	Flagging distance crossed in number of poles. Caution Point	Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 101. April 2, 1905. STATIONS.	DISTANCE FROM SACRAMENTO.	First Class. 17 Oroville and Sacramento Passenger Daily	First Class. 71 Benicia Passenger Daily	First Class. 53 Oroville Passenger Daily	First Class. 111 Portland Express Daily	First Class. 19 Oroville and Sacramento Passenger Daily	First Class. 73 Benicia Passenger and Freight Daily	First Class. 55 Oroville Passenger Daily	Second Class. 271 Portland Fast Freight Daily	Third Class. 269 Red Bluff Freight Daily Ex. Mon.	Third Class. 275 Marysville Freight Daily Ex. Sun.	Third Class. 273 Way Freight Daily Ex. Sun.
			SAN FRANCISCO 32.17	89.79	AM AR 10.50				PM AR 7.50						
			DN PORT COSTA W 1.08	57.62											
		3	D BENICIA W (Double Track) 0.88	56.54		AM AR 10.30				PM AR 6.20					
			Mail Dock (Double Track) 0.73	55.66		f10.25				f 6.15					
		12	Army Point (Double Track) 0.68	54.93		f10.23				f 6.12					
			Arsenal (Double Track) 3.47	54.25		f10.21				f 6.10					
			D Goodyear W 1.03	50.78		f10.11				f 5.58					
		8	* Hoyt (Spur) 3.15	49.75											
			Cygnus 1.00	46.60		f10.00				f 5.45					
		12	Teal 2.44	45.60		f 9.58				f 5.43					
			Sprig 2.87	43.16		f 9.51				f 5.38					
		6	DN.SUISUN W 3.18	40.29	AM AR s 7.42	9.43 AM LV			PM AR s 4.57	5.33 PM LV					PM AR 4.10
14	20	4	Tolenas 2.15	37.11	f 7.36				f 4.50						3.30
		3	Vanden 1.52	34.96	f				f						
		8	Cannon 3.97	33.44	f 7.30				f 4.42						2.55
		10	D ELMIRA W 4.83	29.47	s 7.23				s 4.34						2.30
		6	D Batavia 3.35	24.64	s 7.15				s 4.25						1.55
		9	D Dixon W 4.27	21.29	s 7.09				s 4.18						1.30
			Tremont 2.79	17.02	f 7.02				f 4.11						12.55
		8	Briggston (Spur) 1.00	14.23											
			DN.DAVIS W 3.72	13.23	s **6.55**		AM AR **10.45**	PM AR 1.10	s **4.05**		PM AR **6.30**	PM AR **5.55**	AM AR 7.45	AM AR 8.30	12.25 PM **11.55**
		10	Swingle (Spur) 1.16	9.51	f		f		f		f				
			D Webster 3.43	8.35	6.45		10.32	1.02	3.55		**6.18**	5.40	7.32	8.14	11.35
		12	Kobe 1.37	4.92	6.40		10.25	12.55	3.50		6.10	5.30	7.22	8.02	11.23
			Lovdal (Spur) 1.40	3.55											
			Mikon 2.15	2.15	6.36		10.21	12.51	3.46		6.06	5.23	**7.14**	7.54	11.17
		7	DN.SACRAMENTO	0.00	6.30 AM LV		10.15 AM LV	**12.45** PM LV	3.40 PM LV		6.00 PM LV	5.15 PM LV	6.50 AM LV	7.45 AM LV	**11.10** AM LV
			(56.54)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.	Daily Ex. Sun.	Dailv Ex. Sun.
			Time over District		1.12	0.47	0.30	0.25	1.17	0.47	0.30	0.40	0.55	0.45	5.00
			Average speed per hour		33.57	20.74	26.46	31.75	30.00	20.74	26.46	19.81	14.42	17.64	8 05

* Frog taken out.

Trains will stop as follows:

At Joyce, Trains Nos. 71 and 73 on signal.

☞**NOTE CAREFULLY—Changes in classification of trains. No. 269 daily, except Monday.**

Trains must get clearance card before leaving Sacramento or Davis.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81).

WESTERN DIVISION: Port Costa, San Ramon and Tracy.

FROM SAN FRANCISCO.

Third Class.				Second Class.						First Class.								DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 101. April 2, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number [illegible]	
250	220	222	246	198	148	144	146	142	60	16	6	26	50	8	2	84	4				Danger Point	Caution Point
Tracy Way Freight	C. P. Through Freight	Oregon Freight	Fresno Freight	Martinez Passenger	Martinez Passenger	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Oregon Express	C. P. Atlantic Express	The Owl	Fresno and Stockton Passenger	Los Angeles Passenger	Overland Limited	Bakersfield Passenger	C. P. Atlantic Express					
Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
				PM LV 7.00	PM LV 5.30	PM LV 4.00	AM LV 9.30	AM LV 8.00	AM LV 8.00	PM LV 7.00	PM LV 6.00	PM LV 5.00	PM LV 3.30	AM LV 10.30	AM LV 10.00	AM LV 8.30	AM LV 7.30	0.00	SAN FRANCISCO 32.17			
PM LV **1.10**	AM LV 5.30	AM LV **3.00**	AM LV **12.50**	PM LV 8.40	PM LV 6.50	PM LV **5.29**	AM LV 11.00	AM LV 9.25	AM LV 9.25	PM LV 8.30	PM LV 7.30	PM LV 6.20	PM LV **5.07**	PM LV 12.01	AM LV **11.29**	AM LV 9.45	AM LV **8.50**	32.17	DN. PORT COSTA W 3.47	7	14	20
1.30	5.45	3.13	1.03	8.50 PM AR	7.00 PM AR	s **5.45**	**11.10** AM AR	s 9.37	s 9.33	8.40	7.40	6.28	s **5.19**	s**12.10**	11.38	s **9.53**	9.00	35.64	D MARTINEZ W 1.24	5		
																		36.88	Ertz 0.90			
						f		f	f									37.78	Peyton 1.37			
1.50	6.00	3.28	1.17			s 5.52		s 9.45	s 9.40	8.46	7.46	6.34	s 5.25	12.17	**11.44**	f 9.58	9.06	39.15	D AVON			
						5.52		9.45	9.40									39.15	San Ramon Branch. D AVON 4.40	7	14	20
						s 6.02		s10.45	s 9.50									43.55	D Concord W 0.74	5		
																		44.29	Nacio 1.86			
						f 6.08		f11.00	f 9.56									46.15	Hookston 3.00	5		
						s 6.15		s11.15	s10.03									49.15	D Walnut Creek 4.40	8		
						s 6.23		s11.35	s10.13									53.55	Hemme 2.20	4		
						s 6.28		s11.45	s10.18									55.75	D Danville 1.70	3		
						f		f	f									57.45	Osage 1.40	2		
						6.35 PM AR		11.55 AM AR	10.25 AM AR									58.85	SAN RAMON			
1.50	6.00	3.28	1.17							8.46	7.46	6.34	5.25	12.17	**11.44**	9.58	9.06	39.15	D AVON 3.09	4	14	20
2.15	6.15	3.40	1.28							8.51	7.51	6.39	f **5.33**	12.22	11.48	f10.03	9.11	42.24	DN. Bay Point 3.26	4		
2.58	**6.35** **7.00**	3.53	**1.45**							8.56	7.56	6.44	f 5.40	12.27	11.53	f10.08	9.16	45.50	McAvoy 4.39	5		
3.48	**7.28**	4.11	2.00							9.02	8.02	6.50	s 5.48	★12.34	11.59 PM	Foot-note s**10.17**	9.22	49.89	DN. Cornwall W 1.87	2		
3.57	7.40	4.18	2.07							9.05	8.04	6.52	f 5.52	12.37	12.02	f10.21	9.25	51.76	Los Medanos 2.30	3		
																		54.06	Empire 0.48			
4.12	**8.08**	4.30	2.16							9.09	8.08	6.57	s 5.57	★12.42	12.07	s10.25	**9.30**	54.54	D Antioch 3.91	4		
4.38 **5.03**	8.23	4.52	2.28							9.16	8.15	7.02	f 6.04	12.48	12.12	f10.31	9.36	58.45	Neroly 4.25	4		
5.40	**8.42**	**5.25**	2.42							9.22	8.22	7.07	s 6.12	★12.55	12.17	s**10.41**	**9.47**	62.70	DN. Brentwood W 5.13	5		
6.22	9.00	**6.00** **6.25**	2.58							9.30	★ 8.29	7.13	s **6.22**	★ 1.04	12.24	s10.52	9.57	67.83	D Byron 4.85	5		
6.50	**9.24**	**7.00**	3.15							9.37	8.37	7.19	f 6.30	1.12	12.30	f11.00	10.06	72.68	Herdlyn 3.96	4		
7.24	9.37	**7.32**	3.28							9.44	8.42	**7.24**	s 6.37	1.18	12.36	f11.07	**10.18**	76.64	DN. Bethany 3.41	7		
7.43	9.46	7.47	3.40							**9.49**	8.48	7.29	6.43	1.23	12.40	11.13	10.23	80.05	Janney 3.20			
8.00 PM AR	**10.07** AM AR	8.00 AM AR	**4.00** AM AR							s 9.55 PM AR	s 8.55 PM AR	s 7.35 PM AR	¶ 6.50 PM AR	¶ 1.30 PM AR	s12.45 PM AR	¶11.20 AM AR	s10.30 AM AR	83.25	DN. TRACY W			
Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(51.08)			
6.50	4.38	5.00	3.10	0.10	0.10	1.06	0.10	2.30	1.00	1.25	1.25	1.15	1.43	1.29	1.16	1.35	1.40		Time over District			
7.47	11.02	10.22	16.13	20.82	20.82	24.25	20.82	10.66	26.68	36.05	36.05	40.86	29.75	34.43	40.32	32.26	30.64		Average speed per hour			

☞NOTE CAREFULLY—Changes in classification of trains.

☞ FOOT-NOTES.—No. 142 is superior to No. 143.

No. 49 will take siding for No. 84 at Cornwall.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card before leaving Port Costa.

Extra trains may pass and run ahead of "Way Freight" trains of third class when overtaken.

Trains will stop as follows:

★ Stop only to leave passengers.

At Nevada Dock, Trains Nos. 144, 146, 148, 60 and 198 on signal.

At Widbero, all passenger trains on signal.

WESTERN DIVISION: Port Costa, San Ramon and Tracy.

TIME TABLE
No. 101.
April 2, 1905.

TOWARD SAN FRANCISCO.

Flagging distan[illegible]ressed in number o[illegible]es.		Minimum running time between stations for freight trains—minutes.	STATIONS.	DISTANCE FROM TRACY.	First Class.								Second Class.					Third Class.				
Danger Point	Caution Point				25	15	49	3	83	5	1	7	141	147	143	59	145	241	219	249	221	265
					The Owl	California Express	Fresno Passenger	C. P. Pacific Express	Bakersfield Passenger	C. P. Pacific Express	Overland Limited	Los Angeles Passenger	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	El Paso Freight	Ogden Freight	Tracy Way Freight	Oregon Freight	Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily
			SAN FRANCISCO 32.17	83.25	AM AR 8.50	AM AR 10.20	PM AR 12.20	PM AR 12.50	PM AR 4.50	PM AR 5.50	PM AR 6.50	PM AR 7.20	AM AR 9.20	AM AR 11.20	PM AR 6.20	PM AR 6.20	PM AR 6.50					
14	20	12	DN. PORT COSTA W 3.47	51.08	AM AR s 7.25	AM AR s **8.50**	AM AR s10.49	AM AR s**11.29**	PM AR s 3.24	PM AR s 4.20	PM AR s **5.29**	PM AR s 5.55	AM AR s 7.38	AM AR s10.03	PM AR s 4.45	PM AR s 4.45	PM AR s **5.00**	AM AR 8.00	AM AR **8.40**	PM AR **1.10**	AM AR **12.50**	AM AR **3.00**
		11	D MARTINEZ W 1.24	47.61	7.16	8.40	s10.40	**11.20**	s 3.15	4.11	**5.19**	s **5.45**	s 7.30	**9.53** AM LV	s 4.28	s 4.35	4.50 PM LV	7.45	8.25	**12.10** PM	12.30	2.40
			Ertz 0.90	46 37																		
			Peyton 1.37	45.47			f						f		f	f						
			D AVON	44.10	**7.10**	8.33	10.34	11.14	3.08	**4.04**	5.12	5.38	**7.22**		**4.14**	4.27		**7.22**	8.11	**11.44**	12.15	2.20
14	20	11	D AVON 4.40 San Ramon Branch.	44.10									s 7.22		s 4.14	s 4.27						
		6	D Concord W 0.74	48.50									s 7.10		s 3.50	s 4.16						
			Nacio 1.86	49.24																		
		7	Hookston 3.00	51.10									f 7.03		f 3.10	f 4.08						
		11	D Walnut Creek 4.40	54.10									s 6.56		s 2.53	s 4.01						
		6	Hemme 2.20	58.50									s 6.43		s 2.28	s 3.49						
		4	D Danville 1.70	60.70									s 6.37		s 2.17	s 3.43						
		4	Osage 1.40	62.40									f		f	f						
			SAN RAMON	63.80									6.30 AM LV		2.00 PM LV	3.35 PM LV						
14	20	7	D AVON 3.09	44.10	**7.10**	8.33	f10.34	11.14	3.08	4.04	5.12	★ 5.38						**7.00**	8.11	**11.44**	12.15	2.20
		7	DN. Bay Point 3.26	41.01	7.05	8.28	f10.28	**11.09**	3.03	3.59	5.07	f **5.33**						6.48	7.58	**11.09**	12.05	2.02
		9	McAvoy 4.39	37.75	**7.00**	8.23	f10.23	11.04	**2.58**	3.54	5.02	f 5.28						**6.35**	7.47	10.42	AM 11.53	**1.45**
		4	DN. Cornwall W 1.87	33.36	6.53	8.17	Foot-note s**10.17**	10.58	f 2.51	**3.48**	4.56	s 5.20						6.15	**7.28**	10.17	11.38	1.22
		6	Los Medanos 2.30	31.49	6.50	8.13	f10.11	10.56	2.47	3.45	4.52	f 5.17						6.07	7.20	9.47	11.32	1.12
			Empire 0.48	29.19																		
		8	D Antioch 3.91	28.71	6.47	**8.08**	s10.05	10.52	s 2.43	3.42	4.48	s 5.12						5.57	7.10	**9.30**	11.22	12.58
		9	Neroly 4.25	24.80	6.39	8.02	f 9.57	10.47	2.37	3.36	**4.43**	f **5.03**						5.42	6.55	9.05	11.08	12.40
		11	DN. Brentwood W 5.13	20.55	**6.33**	7.55	s **9.47**	**10.41**	f 2.31	3.30	4.37	s 4.56						**5.25**	**6.33**	**8.42**	10.55	12.20
		10	D Byron 4.85	15.42	**6.25**	**7.47**	s 9.34	★10.32	f 2.23	3.22	4.29	s 4.46						5.02	**6.00**	**7.47**	10.30	AM 11.50
		8	Herdlyn 3.96	10.57	6.18	7.38	f **9.24**	10.23	2.15	3.16	4.22	4.37						4.42	5.38	**7.00**	10.13	11.29
		14	DN. Bethany 3.41	6.61	6.12	**7.32**	s 9.15	**10.18**	2.10	3.10	4.17	f 4.28						4.27	5.22	6.40	10.02	11.12
			Janney 3.20	3.20	6.07	7.25	9.08	10.13	2.05	3.05	4.12	4.23						4.12	5.08	6.23	**9.49**	10.58
			DN. TRACY W	0.00	**6.02** AM LV	7.20 AM LV	9.03 AM LV	**10.07** AM LV	2.00 PM LV	3.00 PM LV	**4.07** PM LV	**4.17** PM LV						**4.00** AM LV	4.55 AM LV	**6.02** AM LV	9.20 PM LV	10.45 PM LV
			(51.08)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily
			Time over District		1.23	1.30	1.46	1.22	1.24	1.20	1.22	1.38	1.08	0.10	2.45	1.10	0.10	4.00	3.45	7.08	3.30	4.15
			Average speed per hour		36.92	34.05	28.91	37.37	36.48	38.30	37.37	31.27	23.54	20.82	9.70	22.86	20.82	12.70	13.62	7.20	14.59	12.02

☞ **NOTE CAREFULLY—Changes in classification of trains.**
☞ **FOOT-NOTES.—No. 142 is superior to No. 143.**
No. 49 will take siding for No. 84 at Cornwall.
est-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Tracy.
Extra trains may pass and run ahead of "Way Freight" trains of third class when overtaken.

Trains will stop as follows:
★ Stop only to leave passengers.
At Nevada Dock, Trains Nos. 145 and 147 on signal.
At Widbero, all passenger trains on signal.

WESTERN DIVISION: Tracy and Mendota.

FROM SAN FRANCISCO.					Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.		TIME TABLE No. 101. April 2, 1905.		DISTANCE FROM MENDOTA VIA PORT COSTA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO.			
Third Class.		Second Class.	First Class.		Danger Point	Caution Point				STATIONS.				Danger Point	Caution Point	First Class.	Second Class.	Third Class.	
248	246		26	36												35		247	241
★ Way Freight	Passenger and Freight		The Owl	Visalia Passenger												Visalia Passenger		★ Way Freight	El Paso Freight
Daily	Daily		Daily	Daily												Daily		Daily	Daily
			PM LV 5.00	AM LV 8.30				0.00		**SAN FRANCISCO**		175.45				PM AR 4.20			
										83.25									
AM LV 10.00	AM LV 5.20		PM LV 7.48	AM LV 11.35				83.25	DN	**TRACY**	W	92.20				PM AR ¶12.40		PM AR 4.10	AM AR 3.10
										2.58									
10.10	5.30		7.53	11.40			9	85.83		**Lyoth** A. & S. J. Crossing		89.62	14			12.35		3.55	3.00
										3.02									
10.22	5.39		7.58	f11.46				88.85		**Yarmouth**		86.60				f12.30		3.43	2.48
							6			4.60			10						
10.40	f 5.52		8.04	s11.52				93.45		**Vernalis**		82.00				s12.23		3.25	2.32
										2.40									
				f			4	95.85		**Cowell** (Spur)		79.60	8			f			
										1.35									
10.54	6.03		8.09	11.57				97.20		**Hally**		78.25				12.14		3.10	2.18
							5			4.05			10						
11.10	f 6.14		8.15	PM s **12.07**				101.25	DN	**Westley**	W	74.20				s **12.07**		2.55	2.03
							8			7.10			16						
11.53	f 6.37		8.25	f12.21				108.35		**Emerald**		67.10				PM f **11.53**		2.20	1.35
							7			5.70			14						
PM **12.32**	f 6.54		8.33	s **12.32**				114.05	D	**Crow's Landing**		61.40				s11.42		1.50	1.17
							7			6.30			15						
1.10 1.40	s 7.15		s 8.42	s **12.44**				120.35	DN	**Newman**	W	55.10				s11.29		**1.10** **12.39**	12.55
							4			4.00			9						
1.55	f 7.28		8.47	f12.52	14	20		124.35		**Gustine**		51.10		14	20	f11.22		12.10	12.37
							4			3.40			8						
2.06	f 7.37		8.52	f12.57				127.75		**Linora**		47.70				f11.14		PM 11.55	12.27
							3			2.50			6						
2.15	f 7.45		8.56	s 1.03				130.25		**Ingomar**		45.20				s11.10		11.44	12.20
							7			6.40			14						
2.45	f 8.05		9.04	s 1.16				136.65	D	**Volta**		38.80				s **10.58**		**10.58**	AM 11.59
							6			4.70			10						
3.50	s 8.27		s 9.13	s 1.27				141.35	DN	**Los Banos**	W	34.10				s10.47		9.50	11.45
							9			7.80			18						
4.30	f **9.03**		9.23	f 1.42				149.15		**Agatha**		26.30				f10.33		**9.03**	11.05
							6			4.70			12						
5.30	f 9.17		9.30	f 1.50				153.85	D	**Dos Palos**		21.60				s10.25		8.30	10.47
							8			6.80			16						
5.55	f 9.35		9.43	f 2.03				160.65		**Oxalis**		14.80				f10.14		7.59	10.18
							8			6.40			16						
6.20	f **10.04**		**9.55**	s 2.14				167.05	DN	**Firebaugh**	W	8.40				s **10.04**		7.35	**9.55**
							6			4.56			12						
6.37	f10.18		10.03	2.22				171.61		**Cromir**		3.84				9.56		7.15	9.28
							5			3.84			10						
7.00 PM AR	10.30 AM AR		10 10 PM AR	2.30 PM AR				175.45	DN	**MENDOTA**	W	0.00				9.50 AM LV		7.00 AM LV	9.15 PM LV
										(92.20)									
Daily	Daily		Daily	Daily												Daily		Daily	Daily
9.00	5.10		2.22	2.55						Time over District						2.50		9.10	5.55
10.24	17.84		38.96	31.60						Average speed per hour						32.54		10.06	15.58

★ Nos. 247 and 248 may carry passengers.

☞ **NOTE CAREFULLY—Changes in Classification of Trains.**

All trains will approach Tracy yard under full control, prepared to stop if found necessary.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

Trains must get clearance card before leaving Tracy or Mendota.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Extra trains may pass and run ahead of "Way Freight" trains of third class when overtaken.

WESTERN DIVISION.

VALLEJO FERRY.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

18		8	2	46	84	42	4	20		STATIONS.	25	41	15	17	47	49	3		83	5
Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily
PM	PM	AM	AM	AM	AM	AM	AM	AM	AM		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
2.30		10.30	10.00	9.30	8.30	8.00	7.30	7.00		Lv San Francisco Ar	8.50	9.20	10.20	10.50	11.20	12.20 PM	12.50 PM		4.50	5.50
s 3.42		s11.51	11.18	s10.52	9.34	s 9.09	8.43	s 8.20		Ar Vallejo Junction Lv	7.31	s 7.56	8.56	s 9.07	s10.11	s10.56	11.36		s 3.30	4.26
	Daily	Daily				Daily			Daily			Daily			Daily	Daily		Daily	Daily	
3.48		11.51				9.18		8.20		Lv Vallejo Junction Ar		7.52		9.00	10.10				3.30	
4.00	2.50	PM *12.06				9.35		8.40	7.00	South Vallejo		7.40		8.45				12.25	3.15	
4.10	3.00	12.16				9.45			7.15	Ar No. Vallejo Wharf Lv		7.20			9.50			12.16	3.05	
PM	PM	PM	AM	AM	AM	AM	AM	AM	AM		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
			98	16	6	48	26	44	50		43	45	1	7	19					
			Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily					
			PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM			
			7.00	7.00	6.00	5.30	5.00	4.00	3.30	Lv San Francisco Ar	6.20	6.50	6.50	7.20	7.50					
			s 8.29	8.19	7.21	s 6.42	6.12	s 5.09	s 4.53	Ar Vallejo Junction Lv	s 5.08	s 5.17	5.36	6.01	s 6.33					
			Sunday Only			Daily Ex. Sun.		Daily			Daily					Daily Ex. Sun.	Sunday Only			
			8.30			6.42		5.15		Lv Vallejo Junction Ar	5.00				6.25					
			* 8.45			** 6.55		5.30		South Vallejo	4.40				6.10	7.15	9.05			
			8.55			7.05		5.45		Ar No. Vallejo Wharf Lv	4.20				6.00	7.05	8.55			
			PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM			

*Stops South Vallejo Sunday only.

**Stops South Vallejo Saturdays only.

BENICIA FERRY.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

STATIONS.
Lv San Francisco Ar
Lv West Oakland Ar
Ar Port Costa Lv
Lv Port Costa Ar
Ar Benicia Lv
Lv San Francisco Ar
Lv West Oakland Ar
Ar Port Costa Lv
Lv Port Costa Ar
Ar Benicia Lv

WESTERN DIVISION: San Francisco and San Jose.

FROM SAN FRANCISCO.

Third Class.			Second Class.	First Class.												DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 101. April 2, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance e[illegible]sed in number of po[illegible]	
202	280	278	120	40	110	96	14	88	108	94	106	92	32	12	90				Danger Point	Caution Point
Cal. P. Freight	San Jose Freight	Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Stockton and Reno Express	Livermore Passenger	Livermore Passenger	San Jose Passenger	Niles Passenger	San Jose Passenger	Stockton & Sacramento Express	Stockton and Oregon Express	San Jose Passenger and Freight					
Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.					
			PM LV 8.05	PM LV 6.00	PM LV 5.30		PM LV 5.00	PM LV 4.30	PM LV 2.30		M LV 12.00		AM LV 8.00	AM LV 7.30		0.00	DN. SAN FRANCISCO		14	20
																	4.50			
			s 8.32	s 6.30	s 5.55		s 5.29	s 4.57	s 2.55		PM s12.25		s 8.28	s 7.58		4.50	Double Track. DN OAKLAND PIER			
																	1.39	6		
PM LV **10.00**	AM LV 11.15	AM LV 5.00														5.89	DN. West Oakland W			
																	1.71			
10.08	11.22	5.10	s 8.40	s 6.39	s 6.03		s 5.37	s 5.06	s 3.03		s12.34		s 8.38	s 8.06		7.60	D Oakland (First St.) S. P. Co. C. D. Crossing.			
																	1.70	3		
Foot-note **10.17**	11.30	5.17	s 8.44	Foot-note † **6.43**	s 6.08		5.41	† 5.11	3.07		12.38		s. 8.42	Foot-note **8.10**		9.30	D East Oakland W			
																	0.72	3		
					s											10.02	23rd Ave (Spur)			
																	0.65			
	11.33	5.21	s 8.48	6.47	s 6.14			5.14	s 3.10		s12.41		8.45			10.67	Fruitvale			
																	0.57			
			s 8.49	s 6.48	s 6.18			s 5.15	s 3.11		s12.43		s 8.46			11.24	Sather (Spur)			
																	0.30			
10.23	11.37	5.24	f 8.50	f 6.49	s **6.27**		5.45	f 5.16	f 3.12		f12.44		8.47	8.14		11.54	Melrose			
																	1.08	4		
																12.62	Kohler (Spur)			
																	0.43			
			f	f	f			f	f		f					13.05	Fitchburg (Spur)			
																	1.32			
10.33	11.45	5.34	f 8.57	f 6.55	f 6.33		5.49	f 5.22	f **3.22**		f12.50		Foot-note f **8.57**	8.18		14.37	Elmhurst			
																	1.36			
10.37	11.55	5.39	s **9.00**	s 6.58	s 6.37		5.52	s 5.25	s **3.25**		s12.53		s 9.00	8.20		15.73	D San Leandro			
																	1.75	2		
10.42	PM 12.03	5.47	f 9.03	f 7.02	f 6.42		5.56	f 5.28	f 3.28		f12.58		9.03	8.23		17.48	Estudillo			
																	0.95	1		
10.46	12.15	5.50	s **9.05**	s 7.04	s 6.44		5.58	s 5.31	s 3.31		s 1.01		s 9.06	8.24		18.43	D Lorenzo			
																	2.65	3		
10.54	12.40	**6.08**	s 9.11	s 7.09	s 6.51		Foot-note **6.05**	s 5.36	s 3.37		s 1.08		s 9.11	8.28		21.08	D Hayward			
																	3.90	4		
11.07	**1.15**	6.30	f 9.17	7.16	f 7.01		6.11	f 5.42	f 3.44		f **1.15**		9.17	Foot-note **8.36**		24.98	Halvern			
																	2.44	3		
11.15	**1.50** **2.07**	**6.56**	s 9.22	s 7.22	s 7.08		6.15	s **5.52**	s 3.49		s 1.20		s 9.23	8.39		27.42	D Decoto			
																	2.78	3		
11.30 PM AR	2.15	**7.09** AM AR	s **9.30**	s **7.27**	s 7.15		s 6.20 PM AR	s 6.00 PM AR	s 3.55 PM AR		1.25 PM AR		s **9.30** AM AR	s 8.44 AM AR		30.20	DN NILES W			
	2.30		9.35	7.27	9.35	PM LV 6.25				PM LV 2.49		AM LV 9.40			AM LV 7.22	30.20	San Jose Branch. DN NILES W		14	20
																	3.55	4		
	2.58		s 9.42	s 7.32	s 9.42	s 6.32				s **2.58**		s 9.47			s 7.33	33.75	Irvington			
																	3.64	4		
	3.23		s 9.48	s 7.39	s 9.48	s **6.40**				s 3.05		s 9.54			s 7.44	37.39	D Warm Springs			
																	4.33	5		
	3.47		s 9.56	s 7.47	s 9.56	s 6.48				s 3.13		s10.02			s **8.02**	41.72	D Milpitas			
																	2.62	3		
	4.00		f10.02	f 7.52	10.02	f 6.53				f 3.18		f10.08			f 8.10	44.34	Wayne			
																	3.40	6		
	4.20 PM AR		10.10 PM AR	8.00 PM AR	10.10 PM AR	7.00 PM AR				3.27 PM AR		10.15 AM AR			8.20 AM AR	47.74	DN. SAN JOSE W			
Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		(47.74)			
1.30	5.05	2.09	1.38	1.30	4.15	0.35	0.51	1.03	1.00	0.38	1.00	0.35	1.02	0.46	0.58		Time over District			
16.21	8.23	11.31	26.46	28.83	22.56	30.06	30.25	24.47	25.70	27.70	25.70	30.07	24.87	33.52	18.14		Average speed per hour			

☞ **NOTE CAREFULLY—Changes in classification of trains.**

☞ **FOOT-NOTES.—No. 109 will wait at Halvern until 8.38 a. m. for No. 12. No. 109 will take siding.**

No. 109 will wait at Elmhurst until 9.00 a. m. for No. 32.

No. 107 will wait at Hayward until 6.08 p. m. for No. 14. No. 107 will take siding.

Nos. 87 and 12, 107 and 40, 11 and 202, may, on their rights, meet on the double track west of East Oakland.

FOOT-NOTES.

No. 90 is superior to No. 91.
No. 278 is superior to No 277.
No. 108 is superior to No. 107.
No. 280 is superior to No. 279.
No. 106 is superior to No. 105.

Trains will stop as follows:

† Stop on signal to receive passengers.
At Seminary Park, all passenger trains, except Nos. 12, 40 and 14, on signal.
At South San Leandro, all passenger trains, except Nos. 32, 12 and 14, on signal.
At Cherry, all passenger trains, except Nos. 32, 12 and 14, on signal.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Oakland Pier or West Oakland.
Extra trains may pass and run ahead of "Way Freight" trains of third class when overtaken.

WESTERN DIVISION: San Francisco and San Jose.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 101. April 2, 1905.	DISTANCE FROM SACRAMENTO.	First Class.													Second Class.	Third Class.		
Danger Point	Caution Point		STATIONS.		39	13	89	87	109	91	93	97	105	31	95	107	11	85	277	279	217
					San Jose Passenger	Reno Express	San Jose Passenger	Livermore & San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger and Freight	San Jose Passenger	Niles Passenger	Stockton & Sacramento Express	San Jose Passenger	Livermore & San Jose Passenger	Stockton & Oregon Express	Livermore & San Jose Passenger	Way Freight	San Jose Freight	Ogden Freight
					Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily	Daily
			DN SAN FRANCISCO	139.67	AM AR 7.20	AM AR 8.20		AM AR 8.50	AM AR 9.50				PM AR 3.20	PM AR 4.20		PM AR 7.20	PM AR 11.00	AM AR 10.50			
			4.50																		
14	20		DN. OAKLAND PIER Double Track.	135.17	s 6.50	s 7.45		s 8.15	s 9.18				s 2.45	s 3.45		s 6.45	s10.30	s10.23			
			1.39																		
			DN West Oakland W	133.78															PM AR 4.30	PM AR 9.40	PM AR 10.00
		5	1.71																		
			D Oakland (First St.) S. P. Co. C. D. Crossing.	132.07	s 6.42	s 7.36		s 8.07	s 9.11				s 2.37	s 3.37		s 6.37	s10.22	s10.16	4.18	9.30	9.50
		5	1.70																		
			D East Oakland W	130.37	6.38	7.29		Foot-note * 8.03	* 9.07				* 2.33	s 3.33		Foot-note * 6.32	Foot-note 10.17	*10.12	4.07	9.23	9.42
		6	0.72																		
			23d Avenue (Spur)	129.65	*																
			0.65																		
			Fruitvale	129.00	* 6.34			8.00	9.04				s 2.30	3.29		‖ 6.29		10.08	3.55	9.18	
			0.57																		
			Sather (Spur)	128.43	s 6.33			s 7.58	* 9.03				s 2.29	s 3.28		s 6.28		s10.07			
			0.30																		
			Melrose	128.13	6.32	7.25		f 7.57	9.02				f 2.28	3.27		f 6.27	10.12	f10.06	3.50	9.15	9.33
		9	1.08																		
			Kohler (Spur)	127.05																	
			0.43																		
			Fitchburg (Spur)	126.62	f			f					f					f			
			1.32																		
			Elmhurst	125.30	f 6.23	7.19		f 7.50	Foot-note f 8.57				f 2.22	3.22		f 6.19	10.07	f10.0 1	3.35	9.05	9.22
			1.36																		
			D San Leandro	123.94	s 6.21	7.17		s 7.47	s 8.53				s 2.19	s 3.18		s 6.17	10.04	s 9.58	3.25 3.08	9.00	9.17
		4	1.75																		
			Estudillo	122.19	f 6.16	7.14		f 7.42	f 8.50				f 2.14	3.14		f 6.12	10.00	f 9.55	2.55	8.40	9.10
		2	0.95																		
			D Lorenzo	121.24	s 6.14	7.12		s 7.40	s 8.48				s 2.12	s 3.12		s 6.10	9.58	s 9.53	2.50	8.33	9.05
		6	2.65																		
			D Hayward	118.59	s 6.08	7.07		s 7.34	s 8.43				s 2.06	s 3.06		Foot note s 6.05	9.53	s 9.48	2.37	8.18	8.45
		9	3.90																		
			Halvern	114.69	f 6.00	7.00		f 7.26	Foot-note f 8.36				2.00	2.58		5.56	9.46	f 9.42	2.17	7.55	8.25
		5	2.44																		
			D Decoto	112.25	s 5.55	6.56		s 7.21	s 8.29				s 1.55	s 2.53		s 5.52	9.41	s 9.37	2.07	7.42	8.12
		6	2.78																		
			DN. NILES W	109.47	5.49	6.50 AM LV		7.14 AM LV	8.24				1.50 PM LV	2.47 PM LV		5.43 PM LV	9.35 PM LV	9.32 AM LV	1.50 PM LV	7.27	8.00 PM LV
14	20		DN. NILES W San Jose Branch.	109.47	s 5.49		AM AR 7.00		s 8.23	AM AR 9.30	PM AR 1.35	PM AR 1.45			PM AR 5.30					7.10	
		9	3.55																		
			Irvington	113.02	s 5.42		s 6.49		s 8.17	s 9.20	s 1.20	s 1.38			s 5.20					6.55	
		10	3.64																		
			D Warm Springs	116.66	s 5.35		s 6.38		s 8.09	s 9.13	s 1.07	s 1.30			s 5.12					6.40	
		11	4.33																		
			D Milpitas	120.99	s 5.27		s 6.28		s 8.02	s 9.07	s12.53	s 1.22			s 5.02					5.55	
		7	2.62																		
			Wayne	123.61	f 5.22		f 6.22		f 7.56	f 9.02	f12.42	f 1.16			f 4.57					5.42	
		9	3.40																		
			DN. SAN JOSE W	127.01	5.15 AM LV		6.15 AM LV		7.50 AM LV	8.55 AM LV	12.35 PM LV	1.10 PM LV			4.50 PM LV					5.30 PM LV	
			(47.74)		Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily	Daily
			Time over District.		1.35	0.55	0.45	1.01	1.28	0.35	1.00	0.35	0.55	0.58	0.40	1.02	0.55	0.51	2.40	4.10	2.00
			Average speed per hour.		27.31	28.02	23.39	25.25	29.48	30.07	17.54	30.07	28.03	26.58	26.31	24.87	28.02	30.25	9.11	10.04	12.15

☞ NOTE CAREFULLY—Changes in classification of trains.

☞ FOOT-NOTES.—No. 109 will wait at Halvern until 8:38 a. m. for No. 12. No: 109 will take siding.

No. 109 will wait at Elmhurst until 9:00 a. m. for No. 32.

No. 107 will wait at Hayward until 6:08 p. m. for No. 14. No. 107 will take siding.

Nos. 87 and 12, 107 and 40, 11 and 202, may, on their rights, meet on the double track west of East Oakland.

FOOT-NOTES.

No. 90 is superior to No. 91.
No. 278 is superior to No. 277.
No. 108 is superior to No. 107.
No. 280 is superior to No. 279.
No. 106 is superior to No. 105.

Trains will stop as follows:

* Stop only to leave passengers.
‖ Stops daily for railroad mail.
At Seminary Park, all passenger trains, except Nos. 31, 11, 13 and 109 on signal.
At South San Leandro, all passenger trains, except Nos. 31, 11, 13 and 109 on signal.
At Cherry, all passenger trains except Nos. 31, 11 and 13 on signal.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving San Jose.
Extra trains may pass and run ahead of "Way Freight" trains of third class when overtaken.

WESTERN DIVISION: Niles and Stockton.

FROM SAN FRANCISCO.

Third Class.							Second Class.		First Class.													Distance from San Francisco.	TIME TABLE No. 101. April 2, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
284	220	222	278	286	300	202	126	124	16	6	14	50	88	108	8	2	32	84	4	12	122				Danger Point	Caution Point
Steamer Freight Limited	C. P. Through Freight	Oregon Freight	Way Freight	Way Freight	Fresno Freight	Cal. P. Freight	Stockton Passenger	Stockton Passenger	Oregon Express	C. P. Atlantic Express	Reno and Stockton Express	Fresno and Stockton Passenger	Livermore Passenger	Livermore Passenger	Los Angeles Passenger	Overland Limited	Stockton & Sacramento Express	Bakersfield Passenger	C. P. Atlantic Express	Stockton and Oregon Express	Sacramento Passenger					
Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
								AM LV 8.30	PM LV 7.00	PM LV 6.00	PM LV 5.00	PM LV 3.30	PM LV 4.30	PM LV 2.30	AM LV 10.30	AM LV 10.00	AM LV 8.00	AM LV 8.30	AM LV 7.30	AM LV 7.30		0.00	DN. SAN FRANCISCO			
			AM LV 7.45			PM LV 11.30					PM LV 6.25		PM LV 6.03	PM LV 3.58			AM LV **9.35**			AM LV 8.47		30.20	DN. NILES W		14	20
			7.55			11.40					6.30		f 6.08	f 4.03			f 9.42			8.52		32.68	2.48 Farwell	4		
			8.15			11.55					6.37		s 6.17	s 4.12			s 9.51			**9.00**		36.60	3.92 D Sunol	7		
			9.10			AM 12.14					6.47		s 6.28	s 4.23			s10.05			s **9.10**		41.80	5.20 D Pleasanton	8		
													f	f								43.31	1.51 Remillard	3		
			9.35			12.22					**6.52**		**6.33**	4.28			10.10			9.13		44.00	0.69 Eliot			
			10.10 AM AR			12.35					s 6.58		6.40 PM AR	4.35 PM AR			s **10.20**			s 9.20		47.88	3.88 DN. Livermore W	4		
						12.48					7.04						10.28			9.25		51.47	3.59 Ulmar	5		
						1.10					7.14						s10.38			9.33		55.97	4.50 DN. Altamont	7		
						1.30					7.25						10.50			9.43		60.47	4.50 Cayley	10		
						1.45					7.32						s10.59			9.51		63.93	3.46 Midway	7		
						2.10					7.41						11.13			10.01		69.59	5.66 Ellis	8		
						2.25					s 7.45						¶11.20			s10.05		71.73	2.14 DN. TRACY W	3		
	AM LV 11.00	AM LV **8.43**		AM LV 6.45	AM LV 4.55	3.05			PM LV 10.00	PM LV 9.00	7.55	PM LV 7.15			PM LV **1.55**	PM LV **12.47**	**11.45**	AM LV **11.35**	AM LV 10.35	**10.10**	AM LV 8.00	71.73	DN. TRACY W		14	20
	11.10	8.53		**7.09**	**5.18**	3.17			10.06	9.06	8.00	★ 7.20			f 2.00	12.52	11.51	11.41	10.41	10.15	s 8.06	74.82	3.09 Banta	4		
	11.20	9.05		7.20	**5.42**	**3.35**			10.12	9.12	**8.07**	**7.28**			2.07	12.57	11.57	11.47	10.47	10.22	8.11	78.52	3.70 DN Minard	4		
	11.45	**9.30**		7.40	5.55 AM AR	3.50			10.20	9.20	s 8.15	s **7.35** PM AR			s 2.15 PM AR	1.04	PM s **12.04**	s **11.55** AM AR	s10.55	s10.30	s **8.22**	82.82	4.30 DN. LATHROP W	6		
PM LV 11.30	PM **12.24**	**9.40**		7.45		3.50	PM LV **3.44**	AM LV 11.40	10.20	9.20	8.15					1.04	**12.04**		10.55	10.30	8.25	82.82	DN. LATHROP W		14	20
11.45	12.43	9.54		8.05		4.05	s 3.53	f11.48	10.29	9.29	f 8.24					1.12	f **12.15**		11.04	10.39	f 8.35	87.03	4.21 French Camp	5		
																						88.69	1.66 A. & S. J. Crossing	7		
AM 12.05 AM AR	1.05 PM AR	10.10 AM AR		**8.37** AM AR		4.20 AM AR	s 4.05 PM AR	**11.59** AM AR	s10.40 PM AR	s 9.40 PM AR	s 8.35 PM AR					s 1.22 PM AR	s12.25 PM AR		s **11.15** AM AR	s10.50 AM AR	s **8.47** AM AR	91.70	3.01 A. T. & S. F. Crossing DN. STOCKTON W			
Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(61.50)			
0.45	2.05	1.27	2.25	1.52	1.00	4.50	0.21	0.19	0.40	0.40	2.10	0.20	0.37	0.37	0.20	0.35	2.50	0.20	0.40	2.03	0.47		Time over District			
11.80	8.56	15.56	7.31	10.69	11.09	12.72	25.37	25.37	29.96	29.96	28.38	33.27	28.67	28.67	33.27	34.23	25.45	33.27	29.96	30.00	25.49		Average speed per hour			

☞ **NOTE CAREFULLY.—Changes in classification of trains.**

☞ **FOOT-NOTES.—No. 278 is superior to No. 277.**
No. 108 is superior to No. 107.

Trains must get clearance card before leaving Tracy or Lathrop.

Freight Extra leaves Livermore about 4 p. m. Wednesdays and Saturdays for Tracy.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Extra trains may pass and run ahead of "Way Freight" trains of third class, when overtaken.

Automatic signals are in operation between Tracy and Stockton. See page 22, also Rules 38 to 51 inclusive, pages 94 to 97 of Book of Rules.

Trains will stop as follows:

★ Stop only to leave passengers.
At Brightside, No. 88 on signal.
At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32, 88 and 108 on signal.
At San Joaquin Bridge, Nos. 32, 50 and 122 on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.

WESTERN DIVISION: Niles and Stockton.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 101. April 2, 1905. STATIONS.	DISTANCE FROM SACRAMENTO.	First Class.														Second Class.			Third Class.						
					13	25	87	15	49	3	31	83	5	1	7	107	121	11	85	123	125	219	283	277	217	299	285	221
					Reno Passenger	The Owl	Livermore & San Jose Passenger	California Express	Fresno Passenger	C. P. Pacific Express	Stockton & Sacramento Express	Bakersfield Passenger	C. P. Pacific Express	Overland Limited	Los Angeles Passenger	Livermore & San Jose Passenger	Sacramento Passenger	California Express	Livermore & San Jose Passenger	Stockton Passenger	Stockton Passenger	Ogden Freight	Sunset Freight Limited	Way Freight	Ogden Freight	Fresno Freight	Way Freight	Oregon Freight
					Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			DN.SAN FRANCISCO	139.67	AM AR 8.20	AM AR 8.50	AM AR 8.50	AM AR 10.20	PM AR 12.20	PM AR 12.50	PM AR 4.20	PM AR 4.50	PM AR 5.50	PM AR 6.50	PM AR 7.20	PM AR 7.20		PM AR 11.00	AM AR 10.50									
14	20	7	DN NILES W 2.48	109.47	AM AR s 6.50		AM AR s 7.07				PM AR s 2.40					PM AR s 5.35		PM AR s 9.32	AM AR s **9.25**					PM AR 1.10	PM AR 7.55			
		12	Farwell 3.92	106.99	6.44		f 7.01				‡ 2.34					‡ 5.30		9.26	f 9.12					1.00	7.43			
		12	D Sunol 5.20	103.07	6.37		s 6.52				s 2.25					s 5.22		9.17	s **9.00**					12.43	7.27			
		3	D Pleasanton 1.51	97.87	6.27		s 6.41				s 2.15					s 5.11		9.07	s 8.46					12.15	7.02			
		10	Remillard 0.69	96.36			f				f					f			f									
			Eliot 3.88	95.67	6.22		6.37				2.11					5.06		9.02	8.40					PM 11.50	**6.52** **6.28**			
		9	DN Livermore W 3.59	91.79	s 6.15		6.30 AM LV				s 2.05					5.00 PM LV		s 8.57	8.35 AM LV					11.35 AM LV	6.00			
		14	Ulmar 4.50	88.20	6.08						1.55							8.48							5.45			
		15	DN Altamont 4.50	83.70	6.00						s 1.45							8.40							5.25			
		12	Cayley 3.46	79.20	5.50						1.33							8.29							5.03			
		18	Midway 5.66	75.74	5.42						f 1.25							8.21							4.45			
		6	Ellis 2.14	70.08	5.32						1.14							8.10							4.25			
			DN.TRACY W	67.94	5.27						1.10							8.05							4.15			
14	20	6	DN.TRACY W 3.09	67.94	s 5.25	AM AR s 5.55		AM AR s 7.15	AM AR ¶ **8.43**	AM AR s**10.00**	¶**12.45**	PM AR ¶ **1.45**	PM AR s 2.55	PM AR s 4.03	PM AR ¶ 3.50		PM AR 6.25	¶ 7.40				AM AR 4.00			3.35	PM AR 5.00	PM AR 7.00	PM AR 8.35
		8	Banta 3.70	64.85	**5.18**	5.48		**7.09**	f 8.35	9.53	s12.38	1.38	2.50	3.58	3.43		f 6.18	7.34				3.48			3.22	4.48	6.49	8.20
		10	DN Minard 4.30	61.15	5.12	**5.42**		7.02	8.29	9.47	12.32	1.32	2.45	3.52	3.37		6.10	**7.28**				**3.35**			3.10	4.35	6.37	**8.07**
			DN.LATHROP W	56.85	5.05	5.35 AM LV		6.55	**8.22** AM LV	**9.40**	12.25	1.25 PM LV	2.39	**3.44**	**3.30** PM LV		6.01	7.15				3.15			2.55	4.20 PM LV	6.20	**7.40**
14	20	10	DN.LATHROP W 4.21	56.85	s 5.05			s 6.55		s **9.40**	s**12.24**		2.39	**3.44**			s 6.00	s 7.15		AM AR 11.35	PM AR 3.25	3.15	AM AR **9.30**		2.55		6.15	7.40
		12	French Camp 1.66	52.64	4.55			6.45		9.30	f**12.15**		**2.30**	3.36			f 5.50	* 7.05		f11.25	f 3.15	2.58	9.17		**2.30**		6.02	7.25
			A. & S. J. Crossing 3.01	50.98																								
			A. T. & S. F. Crossing																									
			DN.STOCKTON W	47.97	4.45 AM LV			6.35 AM LV		**9.21** AM LV	**12.05** PM LV		2.20 PM LV	3.27 PM LV			**5.40** PM LV	6.55 PM LV		**11.15** AM LV	3.05 PM LV	2.40 AM LV	**9.02** AM LV		1.55 PM LV		**5.40** PM LV	7.10 PM LV
			(61.50)		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			Time over District		2.05	0.20	0.37	0.40	0.21	0.39	2.35	0.19	0.35	0.36	0.20	0.35	0.45	2.37	0.50	0.20	0.20	1.20	0.28	1.35	6.00	0.40	1.20	1.25
			Average speed per hour		29.52	33.27	28.67	29.96	31.69	30.72	28.38	35.02	34.24	33.28	33.27	30.31	26.63	28.38	21.21	26.64	26.64	14.98	19.03	11.16	10.25	16.64	14.98	14.09

☞ **NOTE CAREFULLY**—Changes in classification of trains.

☞ **FOOT-NOTES.**—No. 278 is superior to No. 277.
No. 108 is superior to No. 107.

Trains must get clearance card before leaving Tracy or Lathrop.

Freight Extra leaves Tracy about 2 p. m. Wednesdays and Saturdays for Livermore.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Extra trains may pass and run ahead of "Way Freight" trains of third class when overtaken.

Automatic signals are in operation between Tracy and Stockton. (See Page 22, also Rules 38 to 51, inclusive, pages 94 to 97 of Book of Rules).

Trains will stop as follows:

* Stop only to leave passengers.
‡ Nos. 31 and 107 stop on signal daily except Sunday to receive passengers.
At Merienda, No. 87 on signal.
At Mayborg, No. 87 on signal.
At Brightside, No. 87 on signal.
At Verona, Nos. 31, 107, 85 and 87 on signal.
At Bonita, Nos. 31 and 87 on signal.
At San Joaquin Bridge, Nos. 49 and 121 on signal.

WESTERN DIVISION: Stockton and Sacramento.

FROM SAN FRANCISCO.

Third Class.						Second Class.	First Class.								DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 101. April 2, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
292	220	222	286	202	284	134	16	6	14	2	32	4	12	122					
Placerville Passenger and Freight	C. P. Through Freight	Oregon Freight	Way Freight	Cal. P. Freight	Steamer Freight Limited	Fair Oaks & Placerville Passenger	Oregon Express	C. P. Atlantic Express	Reno Passenger	Overland Limited	Stockton & Sacramento Express	C, P, Atlantic Express	Oregon Express	Sacramento Passenger					
Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Danger Point	Caution Point
							PM LV 7.00	PM LV 6.00	PM LV 5.00	AM LV 10.00	AM LV 8.00	AM LV 7.30	AM LV 7.30		0.00	DN.SAN FRANCISCO			
	PM LV 1.05	AM LV 10.10	AM LV **9.21**	AM LV 4.20	AM LV 12.05		PM LV 10.40	PM LV 9.42	PM LV 8.35	PM LV 1.22	PM LV 12.30	AM LV 11.15	AM LV 10.50	AM LV **8.50**	91.70	DN.STOCKTON W 1.62	3	14	20
															93.32	Armbrust (Spur) 0.34			
	1.15 **1.47**	10.20	9.40	**4.42**	12.13		10.44	9.46	8.39	**1.25**	f12.34	11.18	10.53	f **8.57**	93.66	DN El Pinal 0.75	4		
															94.41	Rand (Spur) 3.18			
	2.12	**10.51** **11.42**	9.58	4.57	12.27		10.52	9.53	8.47	**1.32**	12.41	**11.27**	**11.01**	f **9.10**	97.59	Castle 3.49	4		
	2.28	11.58	10.15	5.12	12.40		10.57	9.59	8.54	1.37	**12.48**	**11.37**	11.07	f 9.16	101.08	Armstrong 3.21	4		
	2.43	PM **12.23**	10.40 **11.42**	5.23	12.52		11.03	10.07	s 9.02	1.42	s12.57	**11.42**	**11.12**	s 9.23	104.29	DN.LODI W 1.80	3		
															106.09	Urgon (Spur) 1.12			
	3.05	12.32	PM **12.10**	5.35	1.03		11.08	10.12	f 9.08	**1.47**	s 1.03	11.48	**11.22**	s 9.28	107.21	D Acampo 3.29	4		
	3.16	12.40	12.23	**5.59**	1.17		11.15	10.17	★ 9.17	Foot-note. **1.55**	f 1.10	**11.55**	**11.27**	9.34	110.50	Forest Lake 2.40	3		
	3.23	**12.48**	**12.33** **1.58**	6.08	**1.34**		11.20	10.22	s 9.23	**1.58**	s **1.18**	11.58	★11.31	s 9.38	112.60	DN.GALT W 3.82	6		
	3.37	12.58	2.20	6.23	1.50		11.27	10.28	9.31	2.05	1.26	PM **12.07**	**11.38**	9.46	116.42	Need 1.99	3		
	3.43	1.05	2.30	6.32	1.57		11.31	10.31	f 9.35	2.08	f 1.30	12.11	11.42	f 9.49	118.41	Arno 1.89	3		
	3.50	1.12	**2.45**	6.40	2.05		11.34	10.35	f 9.38	2.11	f **1.38**	12.15	11.46	f 9.52	120.30	McConnell 3.54	5		
	4.10	**1.27** **1.48**	3.02	**7.05**	2.20		11.40	10.41	s 9.45	2.17	s **1.48**	12.22	11.51	s **9.59**	123.84	DN Elk Grove 2.78	4		
	4.30	**2.11** **2.35**	3.15	7.18	2.31		11.45	10.46	9.51	**2.21**	1.55	12.27	11.56	10.04	126.62	Graham 3.36	5		
	4.50	2.50	**3.40**	7.35	2.45		11.52	10.52	s 9.57	**2.30**	s 2.03	12.35	PM 12.02	s **10.12**	129.98	D Florin W 4.05	6		
	5.20	**3.13**	**4.15**	**8.00**	3.03		s **11.59**	s11.00	s10.05	2.37	s **2.15**	s12.43	s12.09	s **10.25**	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing.			
	5.20	**3.13**	**4.15**	8.00	3.03	AM LV **9.20**					2.15		12.09	**10.25**	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing. 3.09	6 Foot-note	14	20
	5.32 PM AR	3.23 PM AR	4.28 PM AR	8.15 AM AR	3.20 AM AR	9.26 AM AR					2.21 PM AR		12.16 PM AR	10.31 AM AR	137.12	★ ELVAS 3.30			
	5.50 PM AR	**3.35** PM AR	4.40 PM AR	**8.30** AM AR	3.30 AM AR	9.35 AM AR					**2.30** PM AR		12.25 PM AR	10.40 AM AR	140.42	DN.SACRAMENTO			
PM LV 5.40							11.59	11.00	10.05	2.37		12.43			134.03	DN.BRIGHTON 2.60	4	14	20
															136.63	Homestead (Spur) 3.04	6		
6.00 PM AR							AM 12.15 AM AR	11.15 PM AR	10.20 PM AR	2.50 PM AR		**1.00** PM AR			139.67	DN.SACRAMENTO			
																(47.97)			
Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
0.20	4.45	5.25	7.19	4.10	3.25	0.15	1.35	1.33	1.45	1.28	2.00	1.45	1.35	1.50		Time over District			
16.42	10.26	8.99	8.75	11.69	14.25	25.56	30.30	30.95	27.41	32.70	24.36	27.41	30.77	26.57		Average speed per hour			

FOOT NOTE.—No. 5 will take siding for No. 2 at Forest Lake.

☞ NOTE CAREFULLY—Changes in classification of trains.

☞ NOTE CAREFULLY—Special Rule, page 23, governing movement of trains running via Elvas.

★ **Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Stockton and Sacramento.

Extra trains may pass and run ahead of "Way Freight" trains of third class when overtaken.

Trains will stop as follows:

★ Stop only to leave passengers.

WESTERN DIVISION: Stockton and Sacramento.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 101. April 2, 1905.	DISTANCE FROM SACRAMENTO.	First Class.								Second Class.	Third Class.					
Danger Point	Caution Point		STATIONS.		13 Reno Passenger	15 California Express	3 C. P. Pacific Express	31 Stockton & Sacramento Express	5 C. P. Pacific Express	1 Overland Limited	121 Sacramento Passenger	11 California Express	133 Placerville & Fair Oaks Passenger	221 Oregon Freight	283 Sunset Freight Limited	291 Placerville & Fair Oaks Passenger and Freight	217 Ogden Freight	285 Way Freight	219 Ogden Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily
			DN.SAN FRANCISCO	139.67	AM AR 8.20	AM AR 10.20	PM AR 12.50	PM AR 4.20	PM AR 5.50.	PM AR 6.50		PM AR 11.00							
			DN.STOCKTON W	47.97	AM AR s 4.45	AM AR s 6.35	AM AR s **9.21**	AM AR s11.55	PM AR s 2.20	PM AR s 3.27	PM AR s 5.40	PM AR s 6.55		PM AR 7.10	AM AR **9.02**		PM AR 1.55	PM AR 4.45	AM AR 2.40
		4	1.62																
			Armbrust (Spur)	46.35															
			0.34																
			DN.El Pinal	46.01	**4.42**	6.30	9.15	f11.49	2.17	3.22	f 5.34	6.48		7.03	**8.57**		**1.47**	4.35	2.30
		9	0.75																
			Rand (Spur)	45.26															
			3.18																
			Castle	42.08	4.35	6.23	**9.10**	**11.42**	**2.12**	3.17	f 5.27	6.40		6.52	8.33		**1.32**	4.15	2.18
		9	3.49																
			Armstrong	38.59	4.28	6.17	9.03	**11.37**	2.07	3.12	f 5.21	**6.32**		**6.32**	8.20		**12.48**	4.00	2.08
		7	3.21																
			DN.LODI W	35.38	* 4.23	* 6.11	s 8.58	s**11.29**	2.03	**3.08**	s 5.14	6.25		6.07	8.10		**12.23**	3.45 **2.43**	1.58
		4	1.80																
			Urgon (Spur)	33.58															
		3	1.12																
14	20		D Acampo	32.46	4.19	6.05	8.53	s**11.22**	**2.00**	**3.05**	s 5.08	6.18		5.53	8.00		**12.10**	**2.00** **1.42**	1.50
		8	3.29																
			Forest Lake	29.17	4.13	**5.59**	8.48	f**11.15**	Foot-note **1.55**	3.01	5.02	6.11		5.38	7.50		PM **11.55** **11.05**	1.28	1.41
		5	2.10																
			DN.GALT W	27.07	s 4.10	s 5.55	s 8.45	s11.10	**1.50**	2.58	s 4.58	* 6.07		5.28	7.43		10.53	**1.18** **12.33**	**1.34**
		10	3.82																
			Need	23.25	4.03	5.47	8.38	10.58	1.44	2.51	4.50	5.58		5.10	7.28		10.34	**12.07** PM **11.32**	1.14
		4	1.99																
			Arno	21.26	4.01	5.43	8.35	f10.54	1.41	2.48	f 4.47	5.53		5.00	7.22		10.24	11.20	1.07
		4	1.89																
			McConnell	19.37	3.57	5.40	8.32	f10.51	**1.38**	**2.45**	f **4.43**	5.49		**4.43**	7.17		10.16	11.13	12.58
		8	3.54																
			DN Elk Grove	15.83	3.52	5.33	8.27	s10.45	**1.33**	2.39	s 4.36	* 5.42		**4.10**	**7.05**		**9.59**	11.01	12.44
		6	2.78																
			Graham	13.05	3.47	5.28	8.22	**10.39**	1.28	**2.35**	**4.30**	5.36		3.57	6.55		9.30	**10.39**	12.34
		9	3.36																
			D Florin W	9.69	3.42	5.22	8.17	s10.34	1.22	**2.30**	s 4.23	5.28		**3.40**	6.45		9.14	**10.12**	12.21
		10	4.05																
			DN.BRIGHTON S. P. Co. Sac. Div. Crossing.	5.64	3.35	5.15	**8.10**	**10.25**	1.15	**2.24**	**4.15**	**5.20**		**3.13**	6.33		8.55	9.20	**12.05**
14	20		DN.BRIGHTON S. P. Co. Sac. Div. Crossing.	6.39				s**10.25**			s **4.15**	s **5.20**	PM AR 3.50	**3.13**	6.33		8.55	**9.20**	12.05
		9	3.09																
			* ELVAS Foot-note	3.30				10.19 AM LV			4.09 PM LV	5.14 PM LV	3.44 PM LV	2.52 PM LV	6.17 AM LV		8.42 AM LV	9.00 AM LV	AM 11.52 PM LV
			3.30																
			DN.SACRAMENTO	00.0				10.10 AM LV			4.00 PM LV	5.05 PM LV	**3.35** PM LV	**2.40** PM LV	6.05 AM LV		**8.30** AM LV	8.50 AM LV	11.40 PM LV
			DN.BRIGHTON	5.64	s 3.35	s 5.15	s 8.10		1.15	2.24						AM AR 7.23			
		8	2.60																
14	20		Homestead (Spur)	3.04												f			
		12	3.04																
			DN.SACRAMENTO	0.00	3.20 AM LV	5.00 AM LV	7.55 AM LV		**1.00** PM LV	2.10 PM LV						7.00 AM LV			
			(47.97)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily
			Time over District.		1.25	1.35	1 26	1.45	1.20	1.17	1.40	1.50	0.15	4.30	2.57	0.23	5.25	7.55	3.00
			Average speed per hour.		33.88	30.30	33.46	27.41	35.98	37.38	28.78	26.57	25.56	10.83	16.26	14.28	8.99	6.15	15.99

FOOT-NOTE.—No. 5 will take siding for No. 2 at Forest Lake.

☞ **NOTE CAREFULLY**—Changes in classification of trains.

☞ **NOTE CAREFULLY**—Special Rule, page 23, governing movement of trains running via Elvas.

*Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Stockton and Sacramento.

Extra Trains may pass and run ahead of "Way Freight" trains of Third Class when overtaken.

Trains will stop as follows:

*Stop only to leave passengers.

Trains must get clearance card before leaving Sacramento.

WESTERN DIVISION: Lathrop and Fresno.

FROM SAN FRANCISCO.										TIME TABLE No. 101. April 2, 1905.					TOWARD SAN FRANCISCO.						
Third Class.		Second Class.	First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.				Second Class.	Third Class.	
254	300	158	50	8	84										25	49	83	7	157	299	253
Sunset Freight Limited	★ Fresno Freight	Madera Passenger and Freight	Fresno and Stockton Passenger	Los Angeles Passenger	Bakersfield Passenger										The Owl	Fresno & Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	Madera Passenger	★ Fresno Freight	Sunset Freight Limited
Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Danger Point	Caution Point						Danger Point	Caution Point	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily
			PM LV 3.30	AM LV 10.30	AM LV 8.30				0.00	SAN FRANCISCO	206.65				AM AR 8.50	PM AR 12.20	PM AR 4.50	PM AR 7.20			
AM LV 9.50	AM LV 6.00		PM LV 7.40	PM LV 2.20	AM LV 11.58				94.34	DN LATHROP W 0.68	112.31	8			AM AR s 5.34	AM AR s 8.20	PM AR s 1.21	PM AR s 3.23		PM AR 4.15	PM AR 11.20
								7	95.02	A. & S. J. Crossing 3.02	111.63	4									
10.02	6.10		f 7.47	f 2.27	PM 12.04				98.04	Manteca 1.80	108.61	9			5.26	f 8.11	1.14	3.14		4.02	11.07
10.07	6.15		7.50	2.31	12.07				99.84	Morrano 4.72	106.81	6			5.23	8.08	1.11	3.11		3.57	11.00
10.21	6.27		f 7.58	s 2.41	12.14			9	104.56	D Ripon 3.02	102.09	14			5.16	s 8.02	1.03	s 3.01		3.40	10.44
10.30	6.37		f 8.03	f **2.53**	12.19			8	107.58	Salida 6.76	99.07	9			5.11	f 7.57	12.58	f **2.53**		3.30	10.34
10.50	6.55 **7.44**		s 8.15	s **3.07**	s12.30			6	114.34	DN Modesto W 4.31	92.31	4			5.01	s **7.44**	s12.47	s **2.37**		**3.07** **2.27**	10.12
11.03	8.00		f 8.22	s 3.15	**12.40**				118.65	D Ceres 1.93	88.00	3			4.54	f 7.35	**12.40**	s 2.28		2.11	9.58
						14	20	5	120.58	Esmar (Spur) 1.40	86.07	11									
11.13	8.12		f 8.28	f 3.22	12.45			6	121.98	Keyes 5.41	84.67	11	14	20	4.49	f 7.29	12.34	2.23		2.00	9.47
11.30	8.31		s 8.38	s 3.33	s12.52			7	127.39	D Turlock 5.80	79.26	9			4.41	s 7.20	s12.27	s 2.13		1.41	9.28
11.47	8.52		f 8.47	f 3.44	1.00			6	133.19	Delhi 4.30	73.46	5			4.32	f 7.10	12.17	2.03		1.22	9.10
PM **12.11**	9.07		f **8.55**	s 3.53	s **1.06**				137.49	D Livingston W 2.60	69.16	9			4.25	f 7.03	**12.11**	f 1.56		**1.06**	**8.55**
12.20	9.15		f 8.59	f 3.58	1.09			8	140.09	Arena 4.19	66.56				4.22	f 6.59	12.07	1.51		12.47	8.35
12.34	9.30		f 9.07	s 4.07	f 1.15				144.28	D Atwater 1.69	62.37				4.16	f 6.52	f12.01 PM	s 1.42		**12.34** PM	8.22
									145.97	Buhach 1.82	60.68										
								8	147.79	Ashby (Spur) 3.94	58.86	15									
1.00 **1.30**	10.00 **10.55**		s 9.20	s 4.23	Foot-note s **1.30**			7	151.73	DN MERCED W 6.00	54.92	12			4.04	s 6.40	s **11.51**	Foot-note s **1.30**		**11.51** **10.40**	8.00
2.05	11.13		f 9.30	f 4.34	1.40			4	157.73	Lingard 3.91	48.92	8			3.55	f 6.30	11.40	1.15		10.13	7.42
2.18	**11.35**		f 9.35	f 4.42	1.46	14	20		161.64	Athlone 5.38	45.01				3.48	f 6.23	**11.35**	f 1.08		9.57	7.32
				★				8	167.02	Sierra Vista (Spur) 0.98	39.63	13									
2.40	11.59		f 9.45	s 4.53	f 1.56				168.00	D Minturn 1.33	38.65		14	20	3.39	f 6.12	f11.27	s12.58		9.32	7.13
								7	169.33	McNear (Spur) 3.97	37.32	11									
2.58	PM 12.20		f 9.52	f 5.02	2.03			5	173.30	Califa 4.29	33.35	9			3.32	f 6.03	11.20	12.50		9.12	6.58
3.13	**12.44**	AM LV 9.20	s10.01	s 5.12	s **2.11**			9	177.59	D BERENDA W 7.44	29.06	15			3.24	s 5.57	s11.15	s **12.44**	PM AR **2.01**	8.55	6.47
3.38	**1.30**	9.40 AM AR	s10.13	s 5.27	s 2.25			3	185.03	DN Madera 2.78	21.62	6			3.13	s 5.44	s11.03	s12.30	**1.40** PM LV	8.20	6.25
3.48	1.40		f10.17	f 5.32	2.28			4	187.81	Borden 3.50	18.84	7			3.09	f 5.40	10.59	f12.26		7.40	6.17
4.00	1.52		f10.23	f 5.38	2.33	14	20		191.31	Irrigosa 3.28	15.34				3.04	f 5.34	10.54	12.20		7.32	6.07
								6	194.59	Tharsa (Spur) 2.21	12.06	11	14	20							
4.18	2.13		f10.32	f **5.49**	2.42			5	196.80	Herndon W 4.50	9.85				2.55	f 5.25	10.47	f12.11		7.18	**5.49**
4.35	2.30		f10.40	f 5.58	2.49			7	201.30	Muscatel 5.35	5.35	10			2.48	f 5.18	10.42	12.03		7.08	5.20
5.00 PM AR	**2.50** PM AR		10.50 PM AR	¶ 6.10 PM AR	**3.00** PM AR				206.65	DN FRESNO W (112.31)	0.00	12			2.40 AM LV	5.10 AM LV	10.35 AM LV	PM 11.55 AM LV		6.55 AM LV	**5.00** PM LV
Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily
7.10	8.50	0.20	3.10	3.50	3.02					Time over District					2.54	3.10	2.46	3.28	0.21	9.20	6.20
15.68	14.18	22.32	35.47	29.42	37.02					Average speed per hour					38.73	35.47	40.60	32.39	21.26	13.77	17.73

West-bound trains are superior to trains of the same class in the opposite direction.—(See Rule 81).
Trains must get clearance card before leaving Fresno.
FOOT-NOTE.—No. 7 will take siding for No. 84 at Merced.

★ Nos. 300 and 299 may carry passengers.
★ Stop only to leave passengers.

WESTERN DIVISION: Stockton and Merced.

FROM SAN FRANCISCO.								TIME TABLE No. 101. April 2, 1905.						TOWARD SAN FRANCISCO.		
Third Class.	First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA NILES.		STATIONS.		DISTANCE FROM MERCED.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.		Third Class.
306 Passenger and Freight Daily Ex. Sun.	154 Passenger and Freight Daily Ex. Sun.	152 ★Passenger Daily	Danger Point	Caution Point								Danger Point	Caution Point	151 ★Passenger Daily	153 Passenger and Freight Daily Ex. Sun.	305 Passenger and Freight Daily Ex. Sun.
	AM LV 8.00	AM LV 8.00				0.00		SAN FRANCISCO		0.00				PM AR 4.20	PM AR 7.50	
								91.70								
AM LV 9.30	PM LV 12.45	PM LV 12.35				91.70	DN	STOCKTON	W	72.25				AM AR 11.30	PM AR 3.00	PM AR 5.30
					12			6.00			13					
9.50	12.57	f12.47				97.70		Charleston (Spur)		66.25				f11.16	f 2.47	5.05
					4			1.70			4					
		f	14	20		99.40		Walthall (Spur)		64.55		14	20	f	f	
					4			2.20			5					
10.02	f 1.07	12.57				101.60		Holden (Spur)		62.35				f11.07	f 2.37	4.50
					6			3.20			8					
10.15	s 1.15	s 1.03				104.80	D	PETERS	W	59.15				11.00	2.30	4.40
MILTON BRANCH.	1.15					104.80	D	PETERS	W	59.15					s 2.30	MILTON BRANCH.
					14			5.70			20					
	f 1.30		14	20		110.50		Waverly		64.85		14	20		f 2.15	
					14			5.80			22					
	1.45 PM AR					116.30	D	Milton		70.65					2.00 PM LV	
10.15		1.03				104.80	D	PETERS	W	59.15				s11.00		4.40
					9			4.40			11					
10.52		s 1.13				109.20	D	Farmington (Spur)		54.75				s**10.52**		4.24
					6			3.30			9					
		f				112.50		Trigo (Spur)		51.45				f		
					5			2.80			8					
11.15		f 1.28				115.30		Cometa		48.65				f10.38		4.02
					5			2.40			7					
		f				117.70		Clyde (Spur)		46.25				f		
					8			4.00			10					
		f				121.70		Burnett (Spur)		42.25				f		
					3			1.70			5					
PM 12.25		1.50 1.58				123.40	D	Oakdale Oakdale & W. Crossing.	W	40.55				10.20 10.10		3.30
					6			4.00			9					
12.36		f 2.11				127.40		Claribel		36.55				f 9.58		2.52
					9			6.10			13					
12.55		s **2.30**	14	20		133.50	D	Waterford		30.45		14	20	s 9.38		**2.30**
					3			1.60			4					
1.06		s 2.36				135.10		Hickman		28.85				s 9.30		2.12
					9			5.80			13					
1.20 PM AR		2.58				140.90	D	Montpellier	W	23.05				9.15		1.55 PM LV
					9			6.20			14					
		f 3.12				147.10		Ryer		16.85				f 8.51		
					5			2.70			8					
		f 3.20				149.80		Arundel		14.15				f 8.43		
					5			3.80			7					
		f 3.30				153.60		Amsterdam		10.35				f 8.32		
					7			4.70			10					
		f				158.30		Nairn (Spur)		5.65				f		
								3.86								
						162.16		A. T. & S. F. Crossing.		1.79						
					9			1.79			14					
		4.05 PM AR				163.95	DN	MERCED	W	0.00				8.00 AM LV		
								(72.25)								
Daily Ex. Sun.	Daily Ex. Sun.	Daily												Daily	Daily Ex. Sun.	Daily Ex. Sun.
3.50	1.00	3.30						Time over District						3.30	1.00	3.35
12.83	24.60	20.64						Average speed per hour						20.64	24.60	13.73

☞ **FOOT-NOTES.—No. 154 is superior to No. 153.**
No. 306 is superior to No. 305.

★ Nos. 151 and 152 will handle freight between Montpellier and Merced.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above
Trains must get clearance card at Milton when an operator is on duty.

WESTERN DIVISION.

WOODBRIDGE AND VALLEY SPRING.

FROM SAN FRANCISCO. Third Class. 312 Valley Springs Pass. and Freight Daily Ex. Sun.	FROM SAN FRANCISCO. Second Class. 172 Passenger Daily	FROM SAN FRANCISCO. Second Class. 174 Valley Springs Passenger Sunday Only	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 101. April 2, 1905. STATIONS.		DISTANCE FROM VALLEY SPRING.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	TOWARD SAN FRANCISCO. Second Class. 171 Passenger Daily	TOWARD SAN FRANCISCO. Second Class. 173 Lodi Passenger Sunday Only	TOWARD SAN FRANCISCO. Third Class. 311 Lodi Passenger and Freight Daily Ex. Sun.
	AM LV 8.00					0.0	SAN FRANCISCO		131.0				PM AR 4.20		
	PM LV 12.35		14	20		106.8	WOODBRIDGE W		29.4		14	20	PM AR 12.20		
					5		2.6			7					
AM LV s 7.10	s 1.00	AM LV s 8.30				104.2	DN* LODI W	Valley Spring Branch.	26.8				12 05 PM 11.20	PM AR s 4.25	PM AR s 4.45
					5		2.9			7					
f	f	f				107.1	Gillespie (No Siding)		23.9				f	f	f
					8		4.4			12					
s 7.35	s 1.17	s 8.44				111.5	D* Lockeford		19.5				s11.00	s 4.08	s 4.22
					6		3.9			10					
s 8.05	s 1.26	s 8.51				115.4	D* Clements W		15.6				s10.50	s 3.59	s 4.10
					11		6.2			15					
s 8.30	s 1.38	s 9.05				121.6	D* Wallace		9.4				s10.35	s 3.45	s 3.50
					11		5.6			12					
s 9.05	s 1.58	s 9.20				127.2	Helisma		3.8				s10.20	s 3.27	s 3.20
					6		3.0			8					
f	f	f				130.2	Norval (Spur)		0.8				f	f	f
					2		0.8			2					
9.35 AM AR	2.10 PM AR	9.45 AM AR				131.0	D*.VALLEY SPRING.W		0.0				10.00 AM LV	3.15 PM LV	2.50 PM LV
Daily Ex. Sun.	Daily	Sunday Only					(29.4)						Daily	Sunday Only	Daily Ex. Sun.
2.25	1.35	1.15					Time over District						2.20	1.10	1.55
11.09	18.56	21.44					Average speed per hour						23.52	22.97	10.37

☞FOOT-NOTES.—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

*Telephone only.

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.

GALT AND IONE—AMADOR BRANCH.

FROM S. FRANCISCO. First Class. 132 Ione Passenger and Freight Daily	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 101. April 2, 1905. STATIONS.		DISTANCE FROM IONE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	TOWARD S. FRANCISCO First Class. 131 Ione Passenger and Freight Daily
AM LV 8.00				0.00	.DN.SAN FRANCISCO		139.80				PM AR 4.20
PM LV 1.25	14	20		112.60	DN GALT W		27.20		14	20	AM AR 11.00
			12		5.56			17			
f				118.16	Conley (Spur)	Amador Branch.	21.64				f
			7		3.29			10			
f 1.47				121.45	Cicero		18.35				f10.38
			3		1.40			4			
f				122.85	Clay (Spur)		16.97				f
			24		10.37			31			
s 2.25				133.22	Carbondale		6.58				s10.07
					0.74						
f			6	133.96	Yaru (Spur)		5.84	8			f
					2.05						
f				136.01	Clarksona (Spur)		3.79				f
					2.72			8			
f				138.73	Dagon (Spur)		1.07				f
			8		0.27			1			
f				139.00	Younglove (Spur)		0.80				f
					0.80			2			
3.00 PM AR				139.80	D IONE W		0.00				9.25 AM LV
Daily					(27.20)						Daily
1.35					Time over District						1.35
17.18					Average speed per hour						17.18

BERENDA AND RAYMOND.

FROM SAN FRANCISCO. First Class. 156 Passenger and Freight Daily	FROM SAN FRANCISCO. First Class. 150 Yosemite Passenger Daily	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 101. April 2, 1905. STATIONS.		DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	TOWARD SAN FRANCISCO. First Class. 155 Passenger and Freight Daily	TOWARD SAN FRANCISCO. First Class. 149 Yosemite Passenger Daily
AM LV 8.30	PM LV 3.30				0.00	SAN FRANCISCO		206.65				PM AR 4.50	AM AR 8.50
PM LV 2.15	AM LV 4.45	14	20		177.59	D BERENDA W	Yosemite Branch.	29.06		14	20	AM AR 8.50	PM AR 8.00
						3.41							
				15	181.00	A. T. & S. F. Crossing		32.47	15				
						3.98							
f 2.33	f 5.02				184.98	Talbot		36.45				f 8.28	f 7.44
				8		4.22			8				
f 2.47	f 5.12				189.20	Daulton		40.67				f 8.13	f 7.35
						2.77							
f					191.97	Jesbel (Spur)		43.44				f	
				21		3.60			21				
f					195.57	Day (Spur)		47.04				f	
						0.60							
f 3.05	f 5.45				196.17	Herbert		47.64				f 7.47	f 7.13
				4		1.40			4				
f 3.15	f 5.50				197.57	Knowles (Spur)		49.04				f 7.40	f 7.08
				3		1.02			3				
3.25 PM AR	6.00 AM AR				198.59	D RAYMOND		50.06				7.20 AM LV	7.00 PM LV
Daily	Daily											Daily	Daily
1.10	1.15					Time over District						1.30	1.00
18.00	16.80					Average speed per hour						14.00	21.00

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at Ione, Valley Springs and Raymond when an operator is on duty.

FOOT-NOTE—No. 150 is superior to No. 155.

WESTERN DIVISION.

NAPA JUNCTION AND SUISUN.

FROM SAN FRANCISCO. Third Class.			FROM SAN FRANCISCO. First Class.				TIME TABLE No. 101. April 2, 1905.					TOWARD SAN FRANCISCO. First Class.		TOWARD SAN FRANCISCO. Third Class.		
296 Santa Rosa Freight Daily Ex. Sun.	264 Calistoga Freight Daily Ex. Sun.	260 Freight Daily Ex. Sun.	18 Sacramento Passenger Daily	20 Oroville and Sacramento Passenger Daily	Minimum running time between stations for freight trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM SUISUN.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	17 Sacramento Passenger Daily	19 Sacramento Passenger Daily	263 Calistoga Freight Daily Ex. Sun.	295 Santa Rosa Freight Daily Ex. Sun.	259 Freight Daily Ex. Sun.
			PM LV 4.05	AM LV 8.45		31.01	**SOUTH VALLEJO**	20.10				AM AR 8.45	PM AR 6.10			
PM LV 3.35	PM LV 3.05	PM LV 1.30	PM LV 4.45	AM LV 9.00		38.31	D **NAPA JUNCTION**	12.80		14	20	AM AR 8.20	PM AR 5.40	AM AR 7.30	AM AR 8.05	PM AR 2.30
4.00	3.30	2.05 PM AR	f 4.57	f 9.12		41.97	3.66 **Creston** W	9.14				f 8.09	f 5.28	7.05	7.35	2.10 PM LV
4.25	3.55		s **5.15**	s 9.27	22	45.89	3.92 D **Cordelia**	5.22	15			s 7.57	s **5.15**	6.35	7.10	
						47.25	1.36 **Thomasson** (Spur)	3.86				f				
						48.93	1.68 **Subeet**	2.18								
4.50 PM AR	4.20 PM AR		5.28 PM AR	9.38 AM AR	15	51.11	2.18 DN **SUISUN** W	0.00	11			7.45 AM LV	**5.00** PM LV	6.15 AM LV	6.40 AM LV	
							(12.80)									
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily								Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
1.15	1.15	0.35	0.43	0.38			Time over District					0.35	0.40	1.15	1.25	0.20
10.25	10.25	6.27	13.20	20.21			Average speed per hour					21.96	19.20	10.25	9.03	10.98

ELMIRA AND RUMSEY.

FROM SAN FRANCISCO. First Class.				TIME TABLE No. 101. April 2, 1905.					TOWARD SAN FRANCISCO. First Class.	
80 Winters Passenger Daily	78 Rumsey Passenger & Freight Daily	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM RUMSEY.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	79 Winters Passenger Daily	77 Rumsey Passenger & Freight Daily
PM LV 2.30	AM LV 7.00		0.00	**SAN FRANCISCO** 60.32	111.37				AM AR 10.50	PM AR 7.50
PM LV 5.55	AM LV 10.10		60.32	D **ELMIRA** W	51.05		14	20	AM AR 7.20	PM AR 4.25
s 6.05	s10.35	5	64.56	4.24 D **Vacaville**	46.81	11			s 7.10	s 4.15
f	f	2	66.45	1.89 **Violet** (Spur)	44.92	5			f	f
f	f	3	69.27	2.82 **Hartley** (Spur)	42.10	7			f	f
f	f	3	71.22	1.95 **Allendale** (Spur)	40.15	5			f	f
f 6.26	f10.55	5	74.85	3.63 **Wolfskill**	36.52	9			f 6.45	f 3.20
6.30 PM AR	s11.00	2	76.82	1.97 D **Winters** W	34.55	6			6.40 AM LV	s 3.15
	f11.12	6	81.19	4.37 **Ely**	30.18	11				f 2.50
	f11.22	4	84.34	3.15 **Citrona**	27.03	8				f 2.38
	s11.32	4	87.67	3.33 **Madison**	23.70	9				s 2.25
	s11.41	4	90.77	3.10 **Esparto** W	20.60	10				s 2.14
		3	92.64	1.87 **Corfu** (Spur)	18.73	6				
	f11.50	1	93.37	0.73 **Capay**	18.00	3				f 2.04
	PM f12.02	7	97.47	4.10 **Cadanassa**	13.90	14				f 1.49
	f12.13	7	101.67	4.20 **Tancred**	9.70	14				f 1.33
	f12.21	4	104.17	2.50 **Surrey**	7.20	8				f 1.26
	f12.25		105.17	1.00 **Amaranth**	6.20	3				f 1.22
	s12.35	3	106.37	1.20 D **Guinda**	5.00	4				s 1.18
	f12.37	1	107.07	0.70 **Sauterne**	4.30	2				f 1.12
	f12.42	3	108.77	1.70 **Cashmere**	2.60	6				f 1.08
	12.50 PM AR	4	111.37	2.60 **RUMSEY** W	0.00	10				1.00 PM LV
				(51.05)						
Daily	Daily								Daily	Daily
0.35	2.40			Time over District					0.40	3.25
28.37	19.12			Average speed per hour					24.82	14.77

☞ **FOOT-NOTES.—No. 78 is superior to No. 77.**

No. 260 is superior to No. 259.

West-bound trains are superior to trains of the same class in opposite direction (see Rule 81), except as per foot-notes above.

WESTERN DIVISION: South Vallejo, Calistoga and Santa Rosa.

FROM SAN FRANCISCO.

Third Class.	First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 101. April 2, 1905. STATIONS.
294 Santa Rosa Freight	68 Santa Rosa Passenger	66 Santa Rosa Passenger	Danger Point	Caution Point			
Daily Ex. Sun.	Daily	Daily					
	PM LV 4.00	AM LV 8.00				0.00	SAN FRANCISCO
	PM LV 5.30	AM LV 9.35				31.01	D SOUTH VALLEJO W
AM LV 8.40	PM LV 5.47	AM LV 9.52	14	20		38.31	D NAPA JUNCTION 5.00
8.57	f 5.57	f10.03			8	43.31	D BUCHLI
8.57	5.57	10.03				43.31	C. N. W. Junc. D BUCHLI 2.20
9.05	f 6.02	f10.08				45.51	Merazo 1.26
9.12	6.05	10.11			4	46.77	D RAMAL (No Siding) C. N. W. Junc.
9.12	6.05	10.11				46.77	D RAMAL (No Siding) 3.54
9.30	f 6.12	f10.18			8	50.31	C. N. W. Crossing D Shellville 3.12
					5	53.43	Snyder (Spur) 1.38
9.48	s 6.23	s10.28			2	54.81	D El Verano W 1.61
	f	f			3	56.42	Agua Caliente (Spur) 0.79
	f	f			1	57.21	Sobre Vista (Spur) 0.70
10.01	f 6.30	f10.36			1	57.91	C. N. W. Crossing Yulupa 0.69
10.07	f 6.32	f10.38			1	58.60	Gelston 1.51
10.10	s 6.35	s10.42			3	60.11	Glen Ellen 0.60
10.12	f 6.36	f10.44			1	60.71	Warfield 1.40
10.17	f 6.39	f10.47			3	62.11	Beltane 1.70
10.23	f 6.43	f10.51			3	63.81	Wildwood 0.70
10.27	s 6.46	s10.54			1	64.51	D Kenwood 1.43
	f	f			2	65.94	Lawndale (Spur) 0.67
10.35	f 6.52	f11.00			1	66.61	Los Guilicos 1.30
10.40	f 6.55	f11.03			2	67.91	Annadel 1.59
	*	*				69.50	Oleson (Spur) 0.91
10.50	f 7.01	f11.09			5	70.41	Melitta 1.69
					3	72.10	Baku (Spur) 2.91
11.05 AM AR	7.12 PM AR	11.20 AM AR			5	75.01	D SANTA ROSA W
Daily Ex. Sun.	Daily	Daily					(36.70)
2.25	1.22	1.28					Time over District
13.58	26.50	25.02					Average speed per hour

FROM SAN FRANCISCO.

Third Class.		Second Class.				First Class.						DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 101. April 2, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
260 Passenger and Freight	262 Calistoga Freight	166 Passenger	164 Napa Passenger	168 Napa Passenger	162 Passenger	64 Calistoga Passenger	68 Santa Rosa Passenger	18 Oroville and Sacramento Passenger	62 Calistoga Passenger	66 Santa Rosa Passenger	20 Sacramento and Oroville Passenger				Danger Point	Caution Point
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
				AM LV 10.30		PM LV 4.00	PM LV 4.00	PM LV 2.30	AM LV 8.00	AM LV 8.00	AM LV 7.00	0.00	SAN FRANCISCO			
PM LV 12.15				PM LV 12.10		PM LV 5.40	PM LV 5.30	PM LV 4.05	AM LV 9.45	AM LV **9.35**	AM LV **8.45**	31.01	D SOUTH VALLEJO W 1.10		14	20
f12.18				s12.13		s 5.42	s 5.32	s 4.08	s 9.47	s 9.37	s 8.48	32.11	North Vallejo 3.28	2		
12.30				f12.19		5.48	f 5.38	Foot-note **4.20** **4.30**	9.54	f 9.44	f 8.53	35.39	Flosden 2.92	4		
12.40 PM AR				s12.25		Foot-note **5.55**	Foot-note **5.45** PM AR	s 4.40 PM AR	s10.00	9.50 AM AR	s 9.00 AM AR	38.31	D NAPA JUNCTION	4		
	AM LV **8.15**	PM LV 5.45	PM LV **5.00**	12.25	AM LV 6.35	5.56			10.00			38.31	D NAPA JUNCTION 3.75		14	20
		f 5.51	5.07	f12.33	f 6.42	f 6.02			f10.06			42.06	Thompson (Spur) 3.10	4		
												45.16	Imola (Spur) 1.31	3		
	9.00	6.00 PM AR	**5.15** PM AR	12.45 PM AR	6.50 AM AR	s 6.12			s10.18			46.47	D Napa W 2.33	2		
	9.07					f 6.17			f10.23			48.80	Union 2.31			
	9.14					f 6.22			f10.29			51.11	Oak Knoll 1.68			
	9.20					f 6.27			f10.33			52.79	Trubody 2.26			
	9.35					s 6.32			s10.40			55.05	D Yountville 3.44	9		
	10.00					s 6.40			s10.47			58.49	D Oakville 1.89	4		
	10.07					s 6.45			s10.51			60.38	D Rutherford 1.94	2		
	10.15					f 6.49			f10.55			62.32	Zinfandel 0.77			
												63.09	Thomann (Spur) 0.35			
	10.22					f 6.52			f10.58			63.44	Crane 0.92			
	10.35					s 6.56			s11.02			64.36	St. Helena 1.24	4		
	10.39					6.58			11.04			65.60	Krug 0.75			
	10.41					f 7.00			f11.06			66.35	Barro 2.18			
						f			f			68.53	Bale (Spur) W 0.74			
	10.50					f 7.05			f11.13			69.27	Larkmead 0.67			
						f			f			69.94	Maple W 2.85			
	11.05 AM AR					7.12 PM AR			**11.20** AM AR			72.79	D CALISTOGA W	9		
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(41.78)			
0.25	2.50	0.15	0.15	0.35	0.15	1.32	0.15	0.35	1.35	0.15	0.15		Time over District			
17.52	10.09	32.64	32.64	26.50	32.64	27.25	29.20	29.20	26.38	29.20	29.20		Average speed per hour			

☞ **FOOT-NOTES.—Nos. 63 and 67 will wait at Flosden until 4.31 p. m. for No. 18.**
No. 19 will wait at Napa Junction until 6.00 p. m. for Nos. 64 and 68.
No. 164 is superior to No. 165.
No. 262 is superior to No. 261.
No. 294 is superior to No. 293.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at South Vallejo when an Operator is on duty.

Trains will stop as follows:
*Stop only to leave passengers.
Tule Vista, Nos. 66 and 68 during Hunting Season will stop on signal.
Felice, 66 and 68 on signal.
At Suscol, Nos. 62, 64, 164 and 168 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 66, 68, 18, 20 and 168 on signal.
☞ Nos. 162 and 166 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 164 Sunday will leave Cement Works 4:58 P. M.

WESTERN DIVISION: South Vallejo, Calistoga and Santa Rosa.

TIME TABLE No. 101. April 2, 1905.

TOWARD SAN FRANCISCO.

Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS.	DISTANCE FROM CALISTOGA.	First Class. 61 Calistoga Passenger Daily	65 Santa Rosa Passenger Daily	17 Oorville and Sacramento Passenger Daily	63 Calistoga Passenger Daily	67 Santa Rosa Passenger Daily	19 Oroville and Sacramento Passenger Daily	Second Class. 161 Passenger Daily	163 Napa Passenger and Freight Daily Ex. Sun.	169 Napa Passenger Sunday Only	167 Napa Passenger Sunday Only	165 Passenger Daily Ex. Sun.	Third Class. 261 Calistoga Freight Daily Ex. Sun.
			SAN FRANCISCO	72.79	AM AR 9.20	AM AR 9.20	AM AR 10.50	PM AR 6.20	PM AR 6.20	PM AR 7.50						
14	20		D SOUTH VALLEJO W	41.78	AM AR 7.30	AM AR 7.40	AM AR **8.45**	PM AR 4.30	PM AR 4.40	PM AR 6.10		AM AR 11.20	AM AR **9.30**			
		4	1.10													
			North Vallejo	40.68	s 7.27	s 7.37	s 8.39	s 4.27	s 4.37	s 6.07		s 11.15	9.27			
		8	3.28													
			Flosden	37.40	7.20	f 7.30	f 8.32	Foot-note **4.20**	Foot-note f **4.30**	f 6.01		f 11.05	9.20			
		8	2.92													
			D NAPA JUNCTION	34.48	7.15	7.25 AM LV	8.25 AM LV	4.15	4.25 PM LV	Foot-note **5.55** PM LV		10.55	9.15			
14	20		D NAPA JUNCTION	34.48	s 7.14			4.14			AM AR 6.15	s **8.15**	s 9.15	PM AR **4.55**	PM AR 5.31	PM AR 2.35
		8	3.75													
			Thompson (Spur)	30.73	f 7.08			f 4.08			6.07	8.07	9.07	f 4.47	5.23	
		6	3.10													
			Imola (Spur)	27.63												
		3	1.31													
			D Napa W	26.32	s 7.01			s 3.58			6.00 AM LV	8.00 AM LV	9.00 AM LV	4.40 PM LV	**5.16** PM LV	2.00
			2.33													
			Union	23.99	f 6.54			f 3.48								1.20
		18	2.31													
			Oak Knoll	21.68	f 6.50			f 3.42								1.07
			1.68													
			Trubody	20.00	f 6.47			f 3.38								12.58
			2.26													
			D Yountville W	17.74	s 6.42			s 3.32								12.45
		7	3.44													
			D Oakville	14.30	s 6.36			s 3.23								12.29
		4	1.89													
			D Rutherford	12.41	s 6.32			s 3.18								12.20
			1.94													
			Zinfandel	10.47	f 6.28			f 3.13								12.11
		8	0.77													
			Thomann (Spur)	9.70												
			0.35													
			Crane	9.35	f 6.26			f 3.11								12.05
			0.92													
			St. Helena	8.43	s 6.25			s 3.09								12.01 PM
			1.24													
			Krug	7.19	6.22			3.04								11.45
			0.75													
			Barro	6.44	f 6.21			f 3.03								11.42
		18	2.18													
			Bale (Spur) W	4.26	f			f								
			0.74													
			Larkmead	3.52	f 6.16			f 2.56								11.32
			0.67													
			Maple W	2.85	f			f								
			2.85													
			D CALISTOGA W	0.00	6.10 AM LV			2.50 PM LV								**11.20** AM LV
			(41.78)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.
			Time over District.		1.20	0.15	0.20	1.40	0.15	0.15	0.15	3.20	0.30	0.15	0.15	3.15
			Average speed per hour.		31.33	29.20	21.90	24.54	29.20	29.20	32.64	23.19	30.92	32.64	32.64	10.09

TIME TABLE No. 101. April 2, 1905.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM SANTA ROSA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	First Class. 65 Santa Rosa Passenger Daily	67 Santa Rosa Passenger Daily		Third Class. 293 Santa Rosa Freight Daily Ex. Sun.		
SAN FRANCISCO	75.01				AM AR 9.20	PM AR 6.20				
D SOUTH VALLEJO W	44.00				AM AR 7.40	PM AR 4.40				
D NAPA JUNCTION	36.70				AM AR 7.23	PM AR 4.24		PM AR 3.00		
5.00		11								
D BUCHLI	31.70				7.12	4.13		2.40		
C. N. W. Junc. D BUCHLI	31.70	5	14	20	f 7.12	f 4.13		2.40		
2.20										
Merazo	29.50				f 7.06	f 4.08		2.33		
1.26										
D RAMAL (No siding) C. N. W. Junc.	28.24				7.03	4.06		2.26		
D RAMAL (No siding)	28.24				7.03	4.06		2.26		
3.54		8								
C. N. W. Crossing D Shellville	24.70				f 6.57	f 3.59		2.15		
3.12		7								
Snyder (Spur)	21.58									
1.38		3								
D El Verano W	20.20				s 6.48	s 3.50		1.40		
1.61		4								
Agua Caliente (Spur)	18.59				f	f				
0.79										
Sobre Vista (Spur)	17.80				f	f				
0.70		5								
C. N. W. Crossing Yulupa	17.10				f 6.42	f 3.44		1.21		
0.69		4								
Gelston	16.41				f 6.39	f 3.41		1.11		
1.51										
Glen Ellen	14.90				s 6.36	s 3.38		1.04		
0.60		5								
Warfield	14.30				f 6.34	f 3.36		1.00		
1.40										
Beltane	12.90				f 6.31	f 3.32		12.53		
1.70		6								
Wildwood	11.20				f 6.27	f 3.28		12.45		
0.70										
D Kenwood	10.50				s 6.25	s 3.26		12.43		
1.43		9								
Lawndale (Spur)	9.07				f	f				
0.67										
Los Guilicos	8.40				f 6.19	f 3.20		12.33		
1.30										
Annadel	7.10				f 6.16	f 3.17		12.27		
1.59		6								
Oleson (Spur)	5.51				*	*				
0.91										
Melitta	4.60				f 6.10	f 3.11		12.15		
1.69		14								
Baku (Spur)	2.91									
2.91										
D SANTA ROSA W	0.00				6.00 AM LV	3.00 PM LV		12.01 PM LV		
(36.70)					Daily	Daily		Daily Ex. Sun.		
Time over District					1.23	1.24		2.59		
Average speed per hour					26.53	26.22		12.35		

☞ **FOOT-NOTES.—Nos. 63 and 67 will wait at Flosden until 4.31 P. M. for No. 18.**
No. 19 will wait at Napa Junction until 6.00 P. M. for Nos. 64 and 68.
No. 164 is superior to No. 165.
No. 262 is superior to No. 261.
No. 294 is superior to No. 293.

West-bound trains are superior to trains of the same class in the opposite direction (see rule 81), except as per foot-notes above. Trains must get clearance card at Calistoga and Santa Rosa when an operator is on duty.

Trains will stop as follows:

* Stop only to leave passengers.
Tule Vista Nos. 65 and 67 during hunting season will stop on signal.
At Felice—Nos. 65 and 67 on signal.
At Suscol—Nos. 61, 63 and 163, on signal.
At Middleton—Nos. 61 and 63, on signal.
At Orphan's Home—Nos. 65, 67, 19, 17, 163 and 169 on signal.

☞ Nos. 161, 165 and 167 will run to Cement Works at Napa Junction.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances, as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

Automatic Block Signals are in service between Oakland Pier and Port Costa; also Tracy and Stockton. See Rules 38 to 51, inclusive, pages 94 to 97, and be governed accordingly. Trainmen and Enginemen must use extreme care in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains.

Between Benicia and Mikon, a Manual Block System is in operation from 7 A. M. to 7 P. M. (See Manual Block System Rules, page 97, revised edition of Book of Rules, and be governed accordingly).

Referring to Rule 40, Page 94, Standard Rules. On single track, trains will wait three minutes before following flagman, under conditions outlined in said rule. On double track, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.

Semaphore signals, interlocked with the drawbridges at such points, having been put up at San Joaquin River between Minard and Lathrop, Pacheco Slough at Avon and Cordelia Slough at Cygnus, trains approaching these drawbridges from either direction and finding the semaphores at "clear," may pass over the drawbridges without coming to a full stop, speed, however, to be reduced so as not to exceed fifteen miles per hour. If signals are found at danger, trains must be brought to a full stop, and crew be governed by Rule 40 (page 94).

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

In addition to junctions and terminals, 16th Street and First Street (Oakland), Livermore, Montpellier, Madera, Martinez, Benicia, Napa and Creston will be registering stations. **Except Branch trains, only,** will be required to register at Suisun, Elmira, Galt and Lodi. Telegraphers will register for PASSENGER TRAINS not scheduled to stop at their stations.

Enginemen, before leaving any registering station, will require from the Conductor a check on proper blank showing the numbers of **all superior trains,** if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"

Standard clocks are located at Oakland Pier, West Oakland (telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento, Berenda, South Vallejo, Suisun and Elmira.

OAKLAND PIER INTERLOCKING SYSTEM.

The following signals in the Oakland Interlocking System are assigned to special routes as noted. All other signals in the system govern tracks in accordance with Standard Rules. (See page 107.)

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1 and Bridge No. 2 is east of it. The signal posts on the bridges are placed over the right-hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2, as follows:

- Post over track No. 1 carries signals 35 and 37.
  - Signal 35 into track No. 2.
  - Signal No. 37 across tracks 2 and 3 into track 4.
- Post over track No. 2 carries signals 39 and 41.
  - Signal 39 out track 2.
  - Signal 41 across track 3 and into track 4.
- Post over track No. 3 carries signals 43 and 45.
  - Signal 43 out track 3.
  - Signal 45 into track 4.
- Post over track No. 4 carries signals 47 and 49.
  - Signal 47 out track 4.
  - Short arm switching signal 49 to tracks 3 or 2.

East-bound Signal Bridge No. 2 as below:

- Post over track No. 1 carries signal No. 51.
  - Short arm switching signal 51 out track 1 or across tracks 2 and 3 and into track 4.
- Post over track No. 2 carries signals 53 and 55.
  - Signal 53 out track 2.
  - Short arm switching signal 55 into track 1.
- Post over track No. 3 carries signals 57 and 59.
  - Signal 57 into track 2.
  - Short arm switching signal 59 into track 1.
- Post over track No. 4 carries signals 61 and 63.
  - Signal 61 out on track 4.
  - Signal 63 across track 3 and out on track 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2 and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

- Right-hand post carries signals 30 and 32.
  - Signal 30 in on track 1.
  - Signal 32 in on tracks 2, 3 or 4.
- Left-hand post carries signals 34 and 36.
  - Signal 34 in on track 3.
  - Signal 36 in on track 4, or into Long Wharf track, or into and west on track 1, or into track 1 and across into track 2.

West-bound signals on Bridge No. 2 are good only to Bridge No. 1, as below:

- Post over track No. 1 carries signals 18 and 18½.
  - Signal 18 in on track 1.
  - Signal 18½ in on track 2 or 3.
- Post over track No. 2 carries signal 20.
  - Signal 20 in on track 2.
- Post over track No. 3 carries signals 22 and 24.
  - Signal 22 in on track 3.
  - Signal 24 in on track 2 or 1.
- Post over track No. 4 carries signals 26 and 28.
  - Signal 26 in on track 4.
  - Short arm switching signal 28 in on tracks 3, 2 or 1.

West-bound signals on Bridge No. 1, as below:

- Post over track No. 1 carries signal 8.
  - Signal 8 in on tracks 2, 3, 4 or 5.
- Post over track No. 2 carries signal 10.
  - Signal 10 in on tracks 6, 7 or 8.
- Post over track No. 3 carries signals 12 and 12½.
  - Signal 12 in on track 9, 10, 11 or 12.
  - Signal 12½ in on track 13, 14 or 15.
- Post over track No. 4 carries signals 14 and 16.
  - Signal 14 in on tracks 13, 14 or 15.
  - Short arm switching signal 16 in on storage tracks.

Trains coming from shop track will be governed by dwarf signals Nos. 38 and 40, as below:

- Signal 38 across tracks 4, 3, 2 and 1 and in on wharf trestle.
- Signal 40 across tracks 4, 3 and 2 and in on track 1, or in on track 4.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towermen.

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, shall be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

SAN FRANCISCO AND PORT COSTA.

(See top of page for Automatic Block Limits.)

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchman.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

West-bound main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there.

On double track between 16th Street, Oakland, and Port Costa, trains will use the right-hand track when moving east or west as the case may be.

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

*"**All freight trains** will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2 and 3 will be maintained without semaphores, orders on Form 19 to be issued at such stations when desirable."*

"A regular train may pass and run ahead of a train of the same class, or its sections.

"A section may pass or run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.

"An extra train may pass and run ahead of extra and third class trains or their sections.

"Work extras must be assigned working limits. Within these limits such trains must move with the current of traffic, unless train orders otherwise direct."

Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged.

SPECIAL RULES—Continued.

PORT COSTA YARD LIMITS.

The Junction Double Track Switch east of Port Costa is connected with **interlocking signals** and will be controlled by towermen. Enginemen and trainmen must familiarize themselves with Signals connected therewith and be governed accordingly. See Rules 110 to 130, pages 106 to 109 inclusive.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. *Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line.* Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

PORT COSTA AND SACRAMENTO.

(See page 22 for Manual Block Limits.)

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as **double track main line.**

Trains using the right-hand track when moving east or west as case may be.

At Benicia, trains will be governed by special rules issued to facilitate transfer on Benicia Ferry. Movement west of cross-over links east of water tank must therefore be made only under full control.

Switch at east end of double track at Arsenal will stand normally for the right-hand or westbound track, and if used must be restored to such position.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must be handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to ''proceed.''

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

''Semaphore signal interlocked with drawbridge over Sacramento River, having been installed at west end of the structure, east-bound trains, finding semaphore blade of such automatic signal at clear, may cross the bridge without coming to full stop; speed, however, to be regulated as above.''

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagmen may give clear signal, either by flag or semaphore.

Speed over the crossings must not, in any case, exceed 12 miles per hour.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP AND MERCED.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Stockton line.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossings must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

MERCED, RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed eight (8) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

SAN FRANCISCO AND SAN JOSE.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two-arm " home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one arm ''home'' signal almost opposite the tower. Derailing switches in both east and west-bound main line tracks fifty feet beyond the signal poles. All other train movements at this tower to be controlled by dwarf signals.

East-bound trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

The junction double-track switch at East Oakland will stand for right-hand track coming onto the double track and it will have to be opened and closed for east-bound trains. The target and switch light will stand clear for west-bound trains coming onto double track, and red for east-bound trains when going off double track onto single track.

All trains or engines must approach the local crossing switches of the Alameda line at Fruitvale with great care, and note that automatic signals protecting the crossing are at danger before passing over. The burden of responsibility for accident at this point will rest upon the crews of the trains crossing to or from the Alameda line.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose yard, **will be governed by inter-locked semaphore signals** controlled from tower near Third Street.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

NILES AND STOCKTON.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the **''Yard Limits''** at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossings must not, in any case, exceed 12 miles per hour.

Interlocking signals have been placed to govern the crossing at Sacramento and Taylor streets in Stockton, of the tracks of the San Francisco & San Joaquin Valley R'y and this company. Trainmen and enginemen must carefully observe the position of the signals and be governed accordingly.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

STOCKTON, WOODBRIDGE, VALLEY SPRINGS AND SACRAMENTO.

The "LONG SIDING" extending from South St., Stockton, to El Pinal may be used as second track for main line train movement under special orders.

Between Asylum Switch and South St. yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Springs line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Springs Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to ''proceed.''

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains to or from Brighton, will sound two long and three short blasts of the whistle —— —— – – –) as a signal for the Towerman to set tbe switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 5 governing westbound main line near Twenty-First Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

Towerman at Elvas Tower will keep Train Register of Western Division trains for information in case of doubt as to movement of superior trains.

See current Sacramento Division Time Table for further Special Instructions.

Junction switch at Brighton west of the depot must be set normally for Brighton and Homestead line. Trains via Elvas will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Train must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch. The C. N. W. Ry. Junction switches at Buchli and Ramal after being used must be set for the main track Santa Rosa Branch.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

TONNAGE RATING.

WESTERN DIVISION.

CLASS.	ENGINE NUMBERS.	BOILER PRESSURE.	BENICIA TO ⋆SACRAMENTO.	BETWEEN † OAKLAND AND MENDOTA (VIA MARTINEZ).		BETWEEN TRACY AND SACRAMENTO.	TRACY TO NILES.	NILES TO TRACY.	OAKLAND TO SAN JOSE.	SAN JOSE TO OAKLAND.	BETWEEN LATHROP AND FRESNO.	⋆⋆ NAPA JUNCTION TO SUISUN.	⋆⋆ SUISUN TO NAPA JUNCT
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
C A	1430 to 1432	150	1930	1950	2515	1930	685	745	1430	1580	2025	630	440
C F	1402 to 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
C H	1414 to 1418	150	1945	2135	2815	1945	690	735	1425	1575	2025	670	465
C H	1419 to 1425	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
C I	1300, 1307, 1309, 1310, 1312, 1318 1324, 1326, 1327, 1319	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
C I	1302, 1304, 1305, 1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
C J	1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317 1321 to 1323, 1328, 1330 to 1348, 1350 to 1354	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
C J	1295	140	1695	1715	2210	1695	600	655	1255	1390	1780	550	380
C K	1355 to 1361	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
C L	1263	140	1460	1475	1945	1460	500	545	1075	1190	1535	480	330
C L	1275, 1280, 1287, 1289, 1291	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
C N	1268, 1269, 1285	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
C N	1284	140	1340	1360	1790	1340	460	500	990	1095	1415	440	300
C O	1272, 1286, 1292	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
C O	1276, 1282, 1283	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
C Q	1232, 1239, 1240	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
C Q	1243 to 1256	140	1425	1440	1895	1425	495	535	1050	1165	1500	475	325
C R	1211	130	1185	1200	1590	1185	400	435	870	965	1250	380	255
C S	1228	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
C S	1216, 1237, 1238, 1273	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
C T	1213, 1220 to 1222, 1224, 1225	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
C T	1217, 1218	140	1335	1350	1780	1335	465	500	985	1090	1405	445	305
C T	1219	140	1170	1185	1570	1170	395	430	860	955	1235	375	250
C V	1226	140	1335	1350	1780	1335	465	500	985	1090	1405	445	305
C I	1329	150	1850	1870	2450	1850	665	720	1375	1515	1945	640	450
D B	2221 to 2234	180	2945	2975	3880	2945	1095	1180	2200	2425	3090	1055	760
D C	2214 to 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
D D	2210 to 2213	180	2545	2570	3445	2545	925	955	1890	2085	2670	960	685
D E	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
D G	2184 to 2186	160	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
D I	2154 to 2163, 2166 to 2173	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
D J	2134 to 2153	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
D K	2124 to 2126, 2128, 2130 to 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
D K	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
D M	2102, 2105, 2104, 2108, 2109, 2111 to 2113	145	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
D N	2096 to 2101	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
D O	2020 to 2022	140	1650	1665	2220	1650	600	630	1215	1340	1720	595	420
D O	2023 to 2025	140	1935	1950	2600	1935	715	755	1430	1575	2020	710	510
D O	2026 to 2028	140	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
D O	2031 to 2095, 2029	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
D P	2013, 2016 to 2019	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
D P	2014, 2015	150	2160	2180	2855	2160	785	850	1610	1775	2265	755	540
D Q	2010 to 2012, 1012	150	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
D R	2004, 2006, 2008, 2009	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
D L	2114 to 2123	160	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
D R	2007	150	2310	2310	3150	2310	865	865	1640	1805	2310	900	650
E D	1615 to 1719	190	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
N A	3000 to 3009, 273 to 278	200	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
E F	1725 to 1769, 1780 to 1802	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
N B	3016 to 3024	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
G F	2801 to 2812	160	3165	3285	4485	3165	1225	1225	2245	2440	3165	1275	930
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—Ms.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

⋆ Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60% engine rating will be given switch engine helper out of Oakland yard.

⋆⋆ For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

TONNAGE RATING—Continued.

find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed, which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia.........	....	....	Dixon and Tremont............	2.13	1.38	Acampo and Lodi...............	1.00	1.33	Pleasanton and Sunol..........	1.26	1.72
Oakland and Stockyard........	1.50	1.50	Benicia and Army Point.......	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2 66	Sunol and Niles	1.17	F
Stockyard and West Berkeley ..	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster.............	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege.......	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento.......	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro......	1.53	1 40
Stege and San Pablo..........	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton......	1.84	1 00	Lathrop and Banta............	2.66	1.08	San Leandro and Haywards....	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin..........	1.00	2.14	Banta and Tracy..............	1.23	1.08	Haywards and Niles	1.01	1.12
Pinole and Rodeo	2 40	2 00	Vanden and Cannon...........	1.03	2 77	Florin and Elk Grove.........	2 00	1.46	Tracy and Midway.............	F	1.22	Niles and Warm Springs.......	1 09	1.00
Rodeo and Vallejo Jct..........	2 66	1.83	Cannon and Elmira............	1.21	1.00	Elk Grove and McConnel......	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett.......	F	1.83	Elmira and Batavia...........	1.47	1.66	McConnel and Galt...........	1.66	1.00	Altamont and Livermore.	1.00	F	Milpitas and San Jose.........	1.01	2.76
Crockett and Port Costa........	2.66	2.53	Batavia and Dixon............	1.47	1.46	Galt and Acampo..............	2.00	1 33	Livermore aud Pleasanton	1.26	5.47			

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh........	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth........	1.30	2.66	Byron and Brentwood..........	1.93	1 50	McAvoy and Bay Point	1 66	2.33
Firebaugh and Oxalis..........	2.00	F	Linora and Gustine	2.33	1 47	Yarmouth and Lyoth	2 66	2.00	Brentwood and Neroly.........	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman..........	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch...........	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2 66	Newman and Crows Landing...	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1 33	2.00	Crows Landing and Emerald...	1.73	2.00	Bethany and Herdlyn..........	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta...........	1.40	1.53	Emerald and Westley.........	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct.......	F	1.83
Volta and Ingomar.............	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon...........	1.50	2.00	Berenda and Minturn	1 50	2.60	Merced and Atwater..........	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon...........	2.20	F
Herndon and Madera	1 50	1.90	Minturn and Athlon...........	1.50	2.20	Atwater and Livingston........	1.80	F	Keyes and Modesto............	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock........	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood.........	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct.........	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville.......	2.35	6 00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg.	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. J. J. Meigs, Division Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J P. Dunn, District Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. G. F. Chalmers	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. J. G. Nellis, Emergency Surgeon	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. D. Grissim	San Jose, Cal	Between Milpitas and San Jose.
Dr. J. U. Hall, Consult'g and Emerg'y Surg.	San Jose, Cal	
Dr. W. L. Wilson, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Brentwood.
Dr. Frank Rattan, Emergency Surgeon	Martinez, Cal	
Dr. W. S. George, Emergency Surgeon	Antioch, Cal	
Dr. Geo. F. Wise, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Brentwood, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. A. B. Powell, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun, Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer, Emergency Surgeon	Vacaville, Cal	
Dr. E. K. Caldwell, Emergency Surgeon	Winters, Cal	
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E. Bates	Davis, Cal	Between Tremont and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. G. L. Stevenson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. Thos. Ross, Consulting Physician	Sacramento, Cal	
Dr. W. E. Briggs, Oculist and Aurist	Sacramento, Cal	
Dr. F. W. Harms	Galt, Cal	Between Elk Grove and Lodi.
Dr. A. L. Adams, Emergency Surgeon	Ione, Cal	
Dr. W. W. Fitzgerald	Stockton, Cal	Between Lodi, Lathrop and Milton.
Dr. F. R. Clarke	Stockton, Cal	Between Lodi, Lathrop and Milton.
Dr. F. W. Colman, Emergency Surgeon	Lodi, Cal	
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley, Emergency Surgeon	Milton, Cal	
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Montpellier.
Dr. J. P. Wilkes, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth, Emergency Surgeon	Waterford, Cal	
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. H. V. Monnett, Emergency Surgeon	Turlock, Cal	
Dr. A. M. Smith	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. A. H. Byars	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp, Emergency Surgeon	Raymond, Cal	
Drs. W. T. and J. L. Maupin	Fresno, Cal	Between Borden and Fresno.

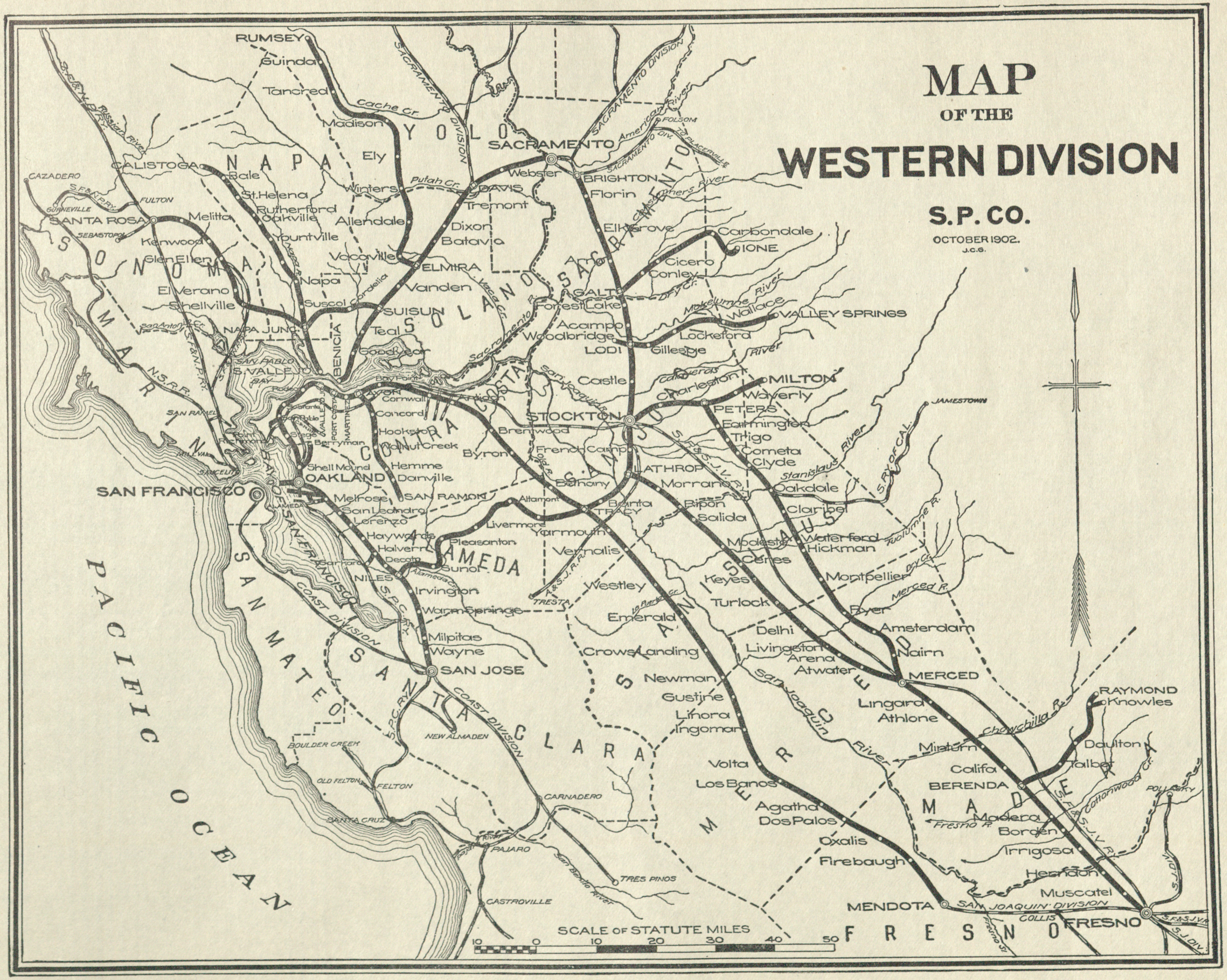
HOSPITALS:

General Hospital—S. P. Hospital, San Francisco, Cal.

Division Hospital—S. P. Hospital, Sacramento, Cal.

Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.



MAP
OF THE
WESTERN DIVISION
S.P. CO.

OCTOBER 1902.
J.C.G.

RUMSEY
Guinda
Tancred
Madison
Ely
YOLO
NAPA
SONOMA
MARIN
SOLANO
SACRAMENTO
CONTRA COSTA
SAN JOAQUIN
ALAMEDA
STANISLAUS
SAN MATEO
SANTA CLARA
MERCED
MADERA
FRESNO
SACRAMENTO DIVISION
SACRAMENTO DIV.
COAST DIVISION
SAN JOAQUIN DIVISION
COLLIS
Cache Cr.
Putah Cr.
Russian River
American River
Cosumnes River
Dry Cr.
Mokelumne River
Calaveras River
San Joaquin River
Stanislaus River
Tuolumne R.
Merced R.
Chowchilla R.
Cottonwood Cr.
Fresno R.
San Benito River
Sacramento R.
San Antonio Cr.
SACRAMENTO
Webster
BRIGHTON
Florin
Elk Grove
Arno
GALT
Forest Lake
Acampo
Woodbridge
LODI
Gillespie
Lockeford
Wallace
VALLEY SPRINGS
Cicero
Conley
Carbondale
IONE
FOLSOM
PLACERVILLE
MILTON
Charleston
Waverly
PETERS
Farmington
Trigo
Cometa
Clyde
JAMESTOWN
S. RY. OF CAL.
Oakdale
Claribel
Waterford
Hickman
Montpellier
Ryer
Amsterdam
Nairn
MERCED
Lingard
Athlone
Minturn
Califa
BERENDA
Daulton
Talbot
RAYMOND
Knowles
POLLASKY
Madera
Borden
Irrigosa
Herndon
Muscatel
FRESNO
MENDOTA
S.F.&S.J.V.R.
S.F.&S.J.V.RY.
S.J. DIV.
Firebaugh
Oxalis
Dos Palos
Agatha
Los Banos
Volta
Ingomar
Linora
Gustine
Newman
Crows Landing
Emerald
Westley
Delhi
Livingston
Arena
Atwater
Turlock
Keyes
Ceres
Modesto
Salida
Ripon
Morrano
LATHROP
STOCKTON
Castle
French Camp
Bethany
Banta
TRACY
Vernalis
Yarmouth
TRESTA
A.&S.J.R.R.
Orestimba Cr.
Brentwood
Byron
Antioch
Cornwall
Concord
Hookston
Walnut Creek
Hemme
Danville
SAN RAMON
Altamont
Livermore
Pleasanton
Sunol
Niles
Decoto
Alvarado
Halvern
Haywards
Lorenzo
San Leandro
Melrose
Irvington
Warm Springs
Milpitas
Wayne
SAN JOSE
S.P.C.R.R.
NEW ALMADEN
CARNADERO
TRES PINOS
PAJARO
CASTROVILLE
SANTA CRUZ
FELTON
OLD FELTON
BOULDER CREEK
S.P.C.RY.
SAN FRANCISCO
OAKLAND
Shell Mound
Berryman
ALAMEDA
SAUSALITO
MILL VALLEY
SAN RAFAEL
N.S.R.R.
S.F.&N.P.RY.
SAN PABLO BAY
S. VALLEJO
BENICIA
Goodyear
Bay Point
AVON
MARTINEZ
PORT COSTA
NAPA JUNC.
Suscol
Cordelia
Napa
Vacaville
ELMIRA
Vanden
SUISUN
Teal
Dixon
Batavia
Tremont
DAVIS
Winters
Allendale
CALISTOGA
Bale
St. Helena
Rutherford
Oakville
Yountville
SANTA ROSA
Melitta
Kenwood
Glen Ellen
El Verano
Shellville
FULTON
GUERNEVILLE
SEBASTOPOL
CAZADERO
PACIFIC OCEAN
SAN FRANCISCO BAY
SCALE OF STATUTE MILES
10
0
10
20
30
40
50

WIRE RECEIPT
AT ONCE
W. S. PALMER.

✓

E N G Carson
S F